

# Hongkong Daily Press.

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All letters for publication should be written on one side of paper only. No anonymous signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, MAY 28th, 1912.

The constant succession of strikes in Great Britain, and in other parts of the world as well, naturally compel leaders of public opinion to seek for some permanent solution of these recurring crises in the labour world. The fixing of a minimum wage in all branches of industry and in every locality, and a system of co-partnership are among the panaceas suggested. So far as the United Kingdom is concerned Mr. JOSEPH CHAMBERLAIN has told us that the choice is between Tariff Reform and Socialism. Mr. BONAR LAW, the Leader of the Unionist Party, suggests both Tariff Reform and Co-partnership, which may be regarded as a combination of the two policies. A very interesting article has recently appeared in *The Times* advocating Tariff Reform as the cure-all, and we take from it the following excerpt:—

"The advocates of a minimum wage are setting themselves to try an experiment that has many times been tried in the world's history, and has always ended in disaster, failing most heavily upon those it was hoped to benefit. Why things are so, and must be so, it needs no very profound reflection to discover. The pressure of the community, as we have already pointed out, is the accumulated pressure of the Bishop of Oxford, is the accumulated pressure of the community, from Bishops to costermongers, seeking for cheapness of commodities. The workman's nearest neighbour in the crush is his direct employer, and that is the man whom the workman blames for the pressure; but the employer himself is suffering from the same crush, and merely transmits the pressure of the community behind him. It is true that even in a crowd one man may behave with more consideration than another to those about him. Such variations occur in industry, but they are too partial and too trivial in comparison with the general pressure to affect the broad results. To set up a minimum wage is to build

a wall between the employer and the workman, so that no matter how the first may be squeezed, the second shall not feel the suffocation. This community is to go on demanding cheapness from the employer and starving him if he cannot meet the demand, but he is not to effect the smallest saving in his costs of production. The inevitable consequence is that he must soon cease to produce and his workmen must cease to obtain any wages at all. PROFESSOR HOLLAND says that supply and demand express human values and are determined by the human beings who make the demand and offer the supply. We have no objection, if he likes to put it that way, but we have a strong objection to the undistributed wads in logic. It is the human beings composing the community, and under our system the human beings in many other communities, who make demand and offer the supply. But so far as we understand his argument it is some human beings who directly pay industrial wages whom he holds totally responsible for putting right what humanity makes wrong. To put the thing shortly, the community, called in the jargon of Liberal economics "the consumer," has the strongest possible objection to paying anything out of its own pocket to improve the condition of the working man. At the same time it is very pleased to demand that improvement at the expense of somebody else—in this case the direct employers of labour. The sacrosanct "consumer" has got to learn that he will have to pay. Wages cannot be raised in this country while the consumer dodges his contribution by buying cheap goods from abroad. The workman cannot be protected from the consequences of economic pressure so long as you leave his products without any protection against tariffs designed to drive them out of the market."

This, says the *Times*, is what Mr. CHAMBERLAIN meant when he told the country that it had to choose between Tariff Reform and Socialism. We confess our inability to see that Tariff Reform in the United Kingdom would serve to stem the rising tide of Socialism. Rather do we think that the contrary would prove the case. There is a side to this question which seems to us to be strangely overlooked by the advocates of Tariff Reform as a solution of the labour difficulties of the country. We are told that Tariff Reform will lead to greater employment as well as to higher wages for the producer. The conclusion seems to us at any rate extremely problematical. The exclusion of imports to any considerable extent would, first of all, throw out of employment thousands of men who are now engaged in handling these imports. But the advocate of Tariff Reform will reply that the men so displaced would quickly be absorbed in the industrial works of the country which would instantly experience the benefits of a larger demand for their products in consequence of the protection which the Tariff would afford them from foreign competition. Granted that it will be so. As soon as foreign competition is excluded, the workmen will look for their share in the benefit, in the form of higher wages. Higher wages mean increased cost of the product to the consumer, and the next important consideration is: What effect is this increased cost of the product likely to have upon the great export trade of the United Kingdom? That trade at the present time is valued roughly at £255,000,000 sterling annually, of which more than two thirds go to foreign countries and the balance to various parts of the British Empire. If the cost of British manufactures is increased it follows that this merchandise is placed at a serious disadvantage in the markets of the world, and thus, if, as is conceivable, the export trade of the country is seriously diminished, it leaves the labour situation unimproved. The men in employment would doubtless be receiving a higher wage, but the cost of living would be correspondingly enhanced, and owing to the loss suffered by the country's export trade the pressure on the labour markets would in all probability be quite as acute as before. For this reason we see little hope in Tariff Reform of a permanent solution of the unrest in the labour world which is being increasingly manifested, not alone, be it observed, in the only Free Trade country in the world, but also in countries which enjoy all the benefits a high tariff wall can afford them.

Mr. Gresson, of Messrs. Jardine, Matheson & Co., reported to the police on Sunday that on that day a terrorist on which he placed a high value was killed by a motor car.

Yesterday the warships in port were dressed in honour of the birthday of Queen Mary, the anniversary of which fell on the previous day. A royal salute was fired at noon.

A Chinese was charged at the Magistrate's yesterday with having indecently assaulted a European girl aged 5 years at the Race Course on Saturday. The case was remanded until Saturday next.

For returning from banishment, a Chinese was yesterday sentenced by Mr. Melbourne to twelve months' imprisonment. The man had previously been sentenced to six months for a similar offence.

The police were informed yesterday that a Portuguese resident at the Happy Valley had been robbed by a thief who had clambered up the front of the house and entered his room by the verandah, taking from the table his watch and chain and some money.

Yesterday was Whit Monday, and the day was observed as a general holiday. Picnic parties were numerous, and as the weather was suitable there was little to interfere with the general enjoyment.

Fifteen men were charged with gambling at a common gaming house in Tai Ning Street, Shauiwan. One defendant was charged with being the keeper of the house. The men were each fined \$2.

A Chinese employed on the s.s. *Montague* was charged before Mr. Melbourne at the Magistrate's yesterday with having stolen a revolver valued at \$35 from the ship. He was fined \$50 or six weeks' imprisonment.

On Saturday last, before Mr. E. A. Irving at the Magistrate's, 19 men were charged with making use of a house in Ng Fuk Lane, West Point, as an opium den. One man was charged with being the keeper of the den. He was fined \$200 or three months, and the remainder were each fined \$2 or seven days.

A Chinese woman reported to the police that she was the victim of a confidence trick on Gascoyne Road on Sunday. It appeared that she handed to a man a gold ring and a purse containing \$1.55. She was to receive in exchange a number of bank notes, but was given a worthless packet of paper. The man got clear away.

The master of a trading junk of 109 piculs capacity has reported that on Sunday last, while sailing from Shauiwan to Hongkong, and when off North Point, his junk was run down by a passenger launch named the *Ho Shing*. The mast of the junk was broken, and the vessel was otherwise damaged to the extent of about \$12.

## THE BELGIAN LOAN TO CHINA.

M. Davignon, Minister for Foreign Affairs, declared in the Belgian Chamber on the 22nd inst. that the Belgian Banks had shown laudable enterprise in China, and the Government had lent them the support necessary to protect their interests.

## CHRISTIAN LITERATURE SOCIETY FOR CHINA.

The 25th annual meeting of the Christian Literature Society for China was held on the 1st inst., at the Caxton Hall, Westminster.

The report said it had been decided to provide a magazine for women, in view of the increasing number of female students in the State schools, and in the various missionary institutions. The Society required a much larger staff of translators, native and foreign, and a constant supply of the best books. Sir Walter Hillier, who presided, suggested that the only hope of a regenerated China lay in honesty of administration, and that, he was afraid, was a long way off. They were not going to eradicate habits and methods which were the growth of centuries in one, two, ten, twenty, or possibly fifty years.

## RIVAL CHINESE SOCIETIES IN LONDON.

Before the Recorder, on the 1st inst., two Chinese seamen named Chang Hop, 20, and Ah Kou, 30, admitted a charge of causing actual bodily harm to Chang Sing.

Mr. Abinger, for the prosecution, said the men were members of rival Chinese societies—the "White Lily Society" and the "Eastern Nautical Progress Society." The latter was not so much between the men themselves as between the societies. It had been explained to the Chinamen that this sort of thing must cease as far as London was concerned, and the feud had come to an end.

Judgment was postponed until the 3rd inst., the Recorder saying he would let the prisoners go if they could prove to him that they were leaving the country.

## STRANDING OF THE C.N.S. "HANYANG."

A stirring story of the sea is provided as a sequel to the storm which made its presence felt in Shanghai during last week, says the *N.C. Daily News*. The China Navigation Co.'s str. *Hanyang*, while on a voyage from Antung to Shanghai, encountered the full force of the gale and came perilously near to being lost. In fact she lost her propeller and grounded on a shoal. Everything went well with the vessel, which was laden with a cargo of general merchandise, until Wosung was sighted. Then the wind blew with terrific force, raising great waves. Matters were so bad that the Captain deemed it advisable to anchor, but this was ineffectual in the position the vessel occupied and she was swept on to a shoal below Tungsha Bank. Another anchor was brought into operation, but this was equally useless and the vessel was left at the mercy of the waves. The water broke over the steamer with such velocity that her engines were forced to work up to their greatest capacity, and damage was done to various parts of the deck. With the rising of the tide the vessel floated herself and Shanghai was made for. On the way her propeller, which had been badly buffeted about, gave way. This was a highly critical moment, but the Captain and his crew managed splendidly to the occasion, and piloted the vessel safely to Shanghai, though she had to go in tow of the Company's steamer *Changchow*, which had been despatched to her assistance.

The vessel, which shows signs of her adventures, is now in dry dock undergoing repairs.

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## TRANSPORT WORKERS STRIKE.

LONDON, May 27th.

On Sunday, 100,000 transport workers held a demonstration at Trafalgar Square. A large contingent of police was on duty, but the strikers were most orderly. They passed a resolution demanding a uniform rate of tenpence per hour, and overtime at the rate of 1/2, and that none should return to work until all grievances had been satisfied.

## RAILWAYMEN'S SUPPORT.

Meetings of the railwaymen are being held to-day and to-morrow to consider the question of strike support to the transport workers.

## EFFECTS OF THE STRIKE.

Two hundred vessels are lying in the Thames unable to discharge fruit, vegetables, and grain.

Several jam factories and other factories have closed down for want of raw material.

The prices of food are rising.

## GREATER STRIKE IMPENDING.

The miners held a demonstration at Durham. Mr. Lowther, of the Labour College, declared that they were organising for a greater strike than the last before the end of the year.

## NO DISORDER.

A large force of police was detailed for duty at London docks to-day to protect those engaged in unloading the cargoes of food. It is expected that the Smithfield butchers will endeavour to land consignments with their own employees, the butchers having applied for police protection for the meat vans and porters at the markets.

No military movements have been announced so far, but it transpires that the Guards Brigade encamped at Pirbright have been ordered to hold themselves in readiness to return to London at a moment's notice.

Mr. Asquith is being kept constantly informed of the developments by wireless telegraphy.

The passengers on the Orient liner *Osterley* from Australia were obliged to take their own luggage ashore at Tilbury.

## JAPANESE DOCKERS' SYMPATHY.

The Japanese dockers have telegraphed to the London strikers wishing them success.

## EMPIRE PROBLEMS.

LONDON, May 27th.

Reuter's correspondent at Ottawa wires that the Duke of Connaught in an eloquent speech at the Empire Club banquet said that probably never in our time have the thoughts of Empire builders been so deeply centred on the problems with which they are confronted. For Canada these problems have the deepest significance owing to the prominent position she rightly holds. It should not be forgotten that the Empire was always foremost in promoting the liberties of its population.

## HOME RULE AMITY.

LONDON, May 27th.

At the Convention of All for Ireland League held at Cork, Mr. O'Brien declared that he was ready to bury the hatchet and join the Redmondites in an effort to force the Government to make the Home Rule Bill acceptable to Ireland.

## PORTUGUESE ROYALIST CONSPIRATORS.

LONDON, May 27th.

Reuter's correspondent at Lisbon wires that the trial of the Royalist conspirators was resumed and adjourned amid wild scenes. The mob attacked the witnesses, broke the lines of troops and overturned the van conveying the conspirators to prison, whither they were compelled to walk surrounded by troops. Several were wounded.

## THE DEFENCE OF THE MEDITERRANEAN.

LONDON, May 27th.

Reuter's correspondent at Alexandria telegraphs that Lord Kitchener has started for Malta, where he meets Mr. Asquith and Mr. Churchill.

[THROUGH REUTER'S AGENCY.]

## THE REVOLUTION IN CUBA.

LONDON, May 27th.

Reuter's correspondent at Washington reports that altogether a dozen warships will be in the vicinity of Cuba within a few days. Those from the United States are prepared with an expeditionary force if it be needed.

## LATER.

A New York message states that a decisive engagement between the Cuban Government troops and the rebels is expected shortly. The latter are reported to be well-armed and increasing in numbers rapidly.

## LATER.

A New York message states that five battleships have proceeded to Key West.

## CHINA AND MONGOLIA.

LONDON, May 27th.

A telegram from St. Petersburg states a message has been received from Urga to the effect that the Mongolian authorities have ordered the expulsion of Chinese from the town.

## ANGLO-FRENCH ENTENTE.

## SUGGESTED ALLIANCE.

LONDON, May 27th.

Replying to suggestions from various quarters that the Anglo-French entente should be converted into an alliance, the *Manchester Guardian* in a significant statement declares that there is no ground for such a perilous change in our policy which would render the international system more unstable and greatly increase the prospect of a European war.

## A BIG RAILWAY DEAL.

LONDON, May 27th.

Reuter's correspondent at New York telegraphs that the Morgan Company have completed a gigantic deal by purchasing \$170,000,000 worth of New York Underground Railway extension shares. Many London and Paris bankers are participating.

## THE SIZE OF LINERS.

LONDON, May 27th.

A Philadelphia message states that the International Navigation Congress has declined to accept a resolution limiting the size of liners and has declared that the *Titanic* disaster was not due to her size, but that on the other hand a smaller ship would have sunk like a stone, increasing the magnitude of the disaster.

## THE FRENCH IN MOROCCO.

LONDON, May 27th.

A telegram from Paris states that the fermentation in Morocco continues. The tribesmen made a determined night attack upon Fez at three points, but were driven off after eleven hours' fighting. Some of the enemy succeeded in entering the city. A number of the defenders were wounded.

The French Minister for War has ordered the dispatch of reinforcements to Fez.

## [FROM THE "MANILA TIMES."]

## THE GOVERNOR GENERAL OF THE PHILIPPINES IN NEW YORK.

New York, May 18th.

The dinner given in honour of Governor General Forbes by leading business men was politically notable for the speech of Mayor Gaynor, Democrat. Mayor Gaynor laid stress on the duty of the United States in the Philippines and said that he believed that after two generations complete self-government in local matters might be extended to the people. There is a great noise in favour of the abandonment of the islands, he said, and it was made, as far as he was aware, by thirteen persons. "We who have lived in the country," he went on, "know that one strident grasshopper in the fence corner may make more noise than a whole herd of cattle."

Chauncey M. Depew, who followed Gaynor, agreed with the expressions of that speaker and strongly commended the work of the American government in the Philippines. In his letter, read by John G. Milburn, toastmaster, President Taft expressed the hope that Governor General Forbes would long continue at his post in Manila. Governor General Forbes in responding at the close of the dinner reviewed the work done by the American government in the Philippines, outlined plans for the future and praised the Filipinos for their capacity and accomplishment. He strongly denied the oft-repeated allegation that the people are lazy. The banquet was held at Sherry's and was attended by 150 well-known citizens of the city.

## INCREASE IN PHILIPPINE BONDS.

Baguio, May 18th.

A cablegram has been received here from Washington to the effect that the Senate has passed the bill which provides that the Philippines shall be allowed to incur a bonded indebtedness of \$10,000,000. The measure now goes to the President. [The present bonded indebtedness of the islands is \$5,000,000, and a recommendation of the Secretary of War that this be increased to \$15,000,000 was acted upon by the House of Representatives, which agreed to such an extension but limited the total amount to \$10,000,000. The Senate has now fallen into line with the lower house.]

## [FROM THE MANILA "CABLENEWS"]

## PHILIPPINE PRIAR LANDS.

WASHINGTON, May 23rd.

By a vote of 177 to 56 the House of Representatives yesterday afternoon passed the Jones bill providing for restricted sale of friar lands in the Philippines, but not before the opponents of the bill succeeded in forcing through a qualifying amendment.

The bill as amended passed practically unopposed, with very little discussion on the floor. Chairman Jones, Representative Olmstead and Delegate Quezon made short speeches.

The amendment which facilitated the passage of the bill, and which Mr. Jones accepted in view of his failure to have the bill considered in its original form on May 8th, provides that the Philippine legislature may waive the specified restriction of friar land sales in conformity with the general land law of the islands, subject to the final approval of the American congress and of the President of the United States.

By a vote of 155 to 68 the House defeated a proposed amendment that Americans solely be permitted to make large purchases of friar lands. The amendment was proposed by Representative Olmstead of Massachusetts, ranking minority member of the committee on insular affairs and former chairman of the committee.

## WESLEYAN MISSIONS AND THE CHINESE REVOLUTION.

Sir A. Peares Gould, F.R.C.S., presided at a meeting of the Wesleyan Chapel, City-road, recently. He said to all medical missions it was not fair to send a medical man to remote parts of distant lands single-handed to work a hospital. If they did that work at all they must do it well. He thought that £1,500 a year subscribed by the great Wesleyan Methodist body for its medical missions was a disgrace. The Rev. R. T. Booth, M.B., of Hankow, said that the revolution found those engaged in the medical mission work unprepared to meet the emergency, and to the honour and glory of the Chinese the first active measures to start the Red Cross Association were taken by the Chinese themselves. "Very soon so crowded were they that it was only with difficulty that they avoided stepping on the patients. In one hospital he was at work in there were five tables, and on those tables were patients, and as fast as they were treated others filled their places. Everybody helped in the work, and on Sunday the merchants' wives as well as the missionaries could be seen hard at work rolling bandages. One patient brought into the hospital, having had his thigh fractured by a bullet, was asked about the revolution, and although in agony, he drew himself up in his bed and complained bitterly of the treatment experienced at the hands of the Manchus, inquiring when he would be able to go out and fight again. And that question was typical of nearly all. The first question they asked upon being brought in was when they would be able to go out and fight again. It was not ignorance that brought them out."

## FOUR HOURS A DAY!

## AN AUSTRALIAN LABOUR LEADER'S ANTICIPATIONS.

Mr. E. Farrer, M.L.C. (N.S.W.), speaking in Melbourne in connection with the Eight-hours celebration, said that with all the labour-saving machinery and the mechanical devices that have been introduced, it was just about time that the hours of work were lessened, as it was obvious that as much work could now be done in 44 hours as was done in 48 hours some years ago. (Hear, hear.) Personally, he was looking forward not only to a 44 hours week, but also a four hours day. He found that he could do all that was required of him in a four hours day.

## SIR FRANK SWETTENHAM'S JAPANESE PRINTS.

Messrs. Sotheby began on May 1st, the sale of the large and important collection of Japanese colour prints formed by Sir Frank Swettenham, the chief feature of which was the unusually fine condition of a large majority of the prints, especially those by the most famous masters of the 18th century. The total on the 1st amounted to £454 9s., the highest price being paid for a fine specimen of Utamaro's work, a bust portrait of a young woman arranging her hair, shown in a large circular mirror, and forming one in the series "A Mirror of Seven Persons Hairdressing"—£94 (Hanns).

Tottenham's magistrate experienced great difficulty recently in convincing a prisoner that he might ask witness questions but not make statements. The Magistrate (in despair): "Ask witness 'Was I drunk?' Prisoner: 'Was his Worship drunk?'"



## SHIPPING NOTES.

Officials of the Nippon Yusen Kaisha have been making investigations in Manila having in view the possibility of making Manila a port of call for their European liners.

The Nippon Yusen Kaisha has issued a statement announcing that the lifeboat accommodation on all their steamers is far in excess of the total number of passengers and crew, even when the passenger accommodation of their steamers is filled to its utmost capacity.

On April 24th there was launched at Belfast the new steamer *Luomenen*, which has been built for the China Mutual Steam Navigation Company, Limited, Liverpool (Messrs. Alfred Holt & Co.). The new vessel is 455 ft. in length, with a gross tonnage of about 9,700 tons, and has been constructed on a special girder system, ensures unobstructed cargo space in the holds. Accommodation is provided for a number of saloon passengers, while the fore-cabin is arranged for steerage passengers. The 'tween deck is for native emigrants. The propelling machinery consists of a set of triple-expansion engines with the necessary auxiliaries, steam being supplied by two double-ended steel boilers working under forced draught, with an auxiliary single-ended boiler for the deck machinery.

There was launched at Port Glasgow on the 2nd inst. the first steamer of the coal-carrying fleet of the Pekin Syndicate. The vessel is 275 ft. in length, 44 ft. in breadth, and 21 ft. 6 in. in depth, and is to carry 3,000 tons dead weight. She has several novel features in her arrangement and equipment, including Temperley transporters for loading and discharging. The vessel was built by the Clyde Shipping and Engineering Company, Port Glasgow, and was designed by Mr. William James Douglas, 1, Fenchurch Avenue, E.C., the Syndicate's consulting naval architect, assisted by Mr. T. Weir, formerly of Shanghai. The vessel was christened by Mrs. Thomas Gilbert, wife of the secretary of the Pekin Syndicate, and was named *Sir Richard Andry*, after the chairman of the Syndicate.

The Shanghai Plague Prevention Committee met the demands of the shipping interests at a meeting in the German Consulate on Wednesday last and approved certain modifications of the quarantine regulations without relaxing the precautions against infection. The steamship companies raised objection to fumigation of vessels by burning sulphur and to being restricted from discharging cargo from steamers at night. The regulation forbidding ships to discharge at night was framed to prevent infected rats from leaving the ships there. The committee decided that the vessels should be permitted to dock and discharge at night by means of derricks, but gang planks should not be allowed to connect with the shore. The objection to sulphur fumigation was met with a recommendation that carbon dioxide, which produces a germ-killing gas that is not injurious to merchandise, might be used.

The Toyo Kisen Kaisha liner *Tenyo-maru* carried from Manila last week the largest shipment of cigars ever made from the Philippines to the United States. It was made up of various consignments from various factories and to various points in the United States, and figures prepared at the custom house showed a total of 3,704,401. Additions to it on the eve of the departure of the vessel carried the aggregate amount to 4,125,000. The shipments were all made on orders, which is an excellent indication of the improved condition of the Manila cigar trade in the United States. Besides this record-breaking shipment of cigars the *Tenyo* carried a considerable number of cigarettes. Preliminary estimates at the custom house indicated that the total shipments would reach about 600,000 cigarettes. There were also 50 tons of copra, 3,700 bales of hemp and 1,000 tons of general cargo besides 210 cabin passengers.

## ALLEGED ANARCHIST PLOT IN JAPAN.

Recently when His Highness the Crown Prince proceeded to Shiga Ken to attend the manoeuvres of the Divisional staffs, a "certain offence" is reported to have been plotted at Gifu. The Osaka *Asahi* states that the Gifu police detected the plot on the 2nd inst. and arrested two Japanese. In the course of the inquiry, it was discovered that one of the men was indirectly connected with the party of Kotoku Denrio, who was executed last year for plotting against the life of His Majesty. It was also discovered that other accomplices had been scattered over various parts of the country. The Procurator's Bureau of the Gifu-Chiho Saiban-sho is making further investigations, co-operating with the Procurators' offices at several places. On the 3rd at 7 p.m. Procurators Fujikawa and Hayashi and Judge Tada, of the Osaka Chihō Saiban-sho, and some police proceeded to the house of a member of the staff of a certain newspaper office at Osaka, and seized certain letters.

## LOCAL SPORT.

## B.O.C. SPORTS.

The annual sports promoted by the Boys' Own Club were held yesterday at the Race Course, Happy Valley, and proved perhaps the most successful athletic meeting held this season. All the events were keenly contested, particularly the running events, in which exciting finishes were witnessed, and the proceedings proved most enjoyable. Mr. A. R. Ellis, the hon. secretary, contributed much to the success of the gathering by the adequate arrangements made. Results are appended:—

Long jump (amateur championship)—1, R. A. Carvalho, 19ft. 1; 2, F. B. Silva, 100 yards flat race (scratch)—1, John Smith, 11secs.; 2, H. Goldenberg. Bicycle race, one mile (handicap)—1, A. E. Moynihan (scr.), 3.7.4.5secs.; 2, W. B. Muskett (59 yards). Half mile (amateur championship)—1, A. E. Coombes, 2min. 17.3.5secs.; 2, W. A. Wilson.

120 yards flat race (handicap)—1, J. M. Rosa Pereira (4 yards), 12.5.5secs.; 2, R. J. Judah (10 yards). Half-mile flat race, open to soldiers, sailors and police—1, Richardson, 2min. 11.5.5secs.; 2, Donkey.

120 yards hurdles, ten flights (amateur championship)—1, R. A. Carvalho, 11secs.; 2, I. Goldenberg.

Children's race, 100 yards, open to boys and girls under 12 years of age—1, E. Weill; 2, B. Lammert; 1, L. Marques; 2, B. Marques.

High jump (amateur championship)—1, F. B. Silva, 5ft. 6in.

220 yards flat race (handicap)—1, R. J. Judah (15 yards), 2min. 3.2.5secs.; 2, F. J. Brown (14 yards).

One mile flat race (amateur championship)—1, W. A. Wilson, 5min. 22.4.5secs.; 2, A. R. Ellis.

Two mile bicycle race (handicap), open to the Colony—1, G. Lee (60 yards), 6min. 55secs.; 2, A. Moynihan (scr.). Quarter mile (scratch)—1, I. Goldenberg.

Ladies' nomination—1, P. H. Murray; 2, J. Goldenberg.

Putting the weight (amateur championship)—1, W. Gerrard, 38ft. 6in.

Children's race, 50 yards under seven years of age (handicap)—1, J. Cotton; 2, A. Burt.

Half mile flat race (handicap)—1, W. A. Wilson (scratch), 2min. 30.2.5secs.; 2, R. J. Judah.

Base race—1, Murray's team consisting of P. H. Murray, W. A. Wilson, H. Archie and H. Goldenberg. 50 yards wheelbarrow race—1, A. R. Ellis and I. Goldenberg.

## THE BELGIAN LOAN TO CHINA.

## ATTITUDE IN BELGIUM.

The following communication, forwarded to *The Times* by its Brussels correspondent, is from a source well-informed as to the attitude of the Belgian financial houses interested in Chinese loans respecting the present situation:—

The Sino-Belgian Bank negotiated a loan with the Chinese Government in two parts, the first part being for £1,000,000, and the second £250,000. This loan was agreed to against Treasury Five Per Cent. bonds, bought at 97, and repayable in one year. The money has been sent to China, and paid over to the Government. The situation in China, therefore, is that certain operations are actually completed, in regard to which there can be no question of going back.

At the same time that the Bank came to an agreement with China for this loan to be made at once, the Bank obtained a preferential right, on equal terms, to make another loan of £10,000,000 among the first loans which China may require—that is to say, that one of the three or four of the next loans to be made to China shall be reserved for the Anglo-Franco-Belgian group represented by the Sino-Belgian Bank. It must be noted that there are not two contracts—one for the loan already made, and the other for a loan reserved for the Sino-Belgian Bank. There is only one contract, which is bilateral and synallagmatic, forms a complete whole, and is no longer capable of modification from the moment when it commenced to be applied.

China negotiated with the Sino-Belgian Bank at the moment when it was occupied with the financial reorganization of the country. She negotiated in complete freedom, and publicly, and it was only after the exchange of signatures that the Bank learnt, through the protests of the other European banks, that China had already bound herself to them. What foundation is there for this assertion that she was so bound? The Sino-Belgian Bank has no knowledge of it. It only knows of the treaty signed, in freedom, by the Chinese Government.

Moreover, if these banks had rights of pre-emption why did they not put in their claim based on them when the Belgian Syndicate's negotiations began? These negotiations were not secret. Belgium cannot admit these protests, which arrive *après coup*.

## THE EMPEROR WILLIAM.

## PURCHASE OF COLONIAL FARMS.

The Emperor William is reported to have bought for £4,500 two farms in German South-West Africa. The former owner will stay on as tenant and will manage the business, which is to be the breeding of sheep. This branch of farming has been for some time successfully developed in South-West Africa, and a German sheep-farming syndicate has made extensive purchases of land.

## THE CHARGES AGAINST MISS MONTEITH.

## ONE CHARGE WITHDRAWN.

In H.M. Police Court at Shanghai on the 22nd inst.:

Miriam Monteith appeared on remand charged with having obtained £50 from Fritz Materna by means of false pretences.

Mr. S. H. McKean and Mr. C. G. Kirk appeared for the Crown, and Mr. E. S. Moberly Bell defended.

Mr. McKean said that he was instructed by the acting Crown Advocate that he did not wish to proceed with this charge. He requested him to inform the Court that the reason for the delay had been that he communicated, or attempted to communicate, with the principal witness for the Crown, who, as he said on the first occasion, was not present in Shanghai, and he had not been able to get into communication with him. A telegram was sent to an address left by him at which he proposed to be on a certain day, but notification had been received from the telegraph office that the telegram was undelivered. He therefore asked leave of the Court to withdraw the charge.

His Worship—You are instructed to withdraw the first charge?

Mr. McKean—Yes.

His Worship—Then there is nothing more to be said.

Mr. Bell said there was one thing he would like to mention with reference to the other charge. The prisoner was arrested on the first charge at Hongkong and the second charge was preferred against her here. The Hongkong police, it seemed, had not given them all the information they might have done. They searched the prisoner and handed over certain things to the Shanghai police; but the Shanghai police did not search themselves. They were therefore unable to answer certain questions. He wished to have information from Hongkong as to the state of her papers when they were searched. It was very embarrassing to him, because the papers brought from Hongkong were brought in answer to the first charge and not the second, of which she had no knowledge at the time. He would like to know if the prosecution would give him some assistance with regard to this.

His Worship—I take it all the property of Miss Monteith was brought up.

Mr. Bell—By no means. There are many things she left behind.

His Worship—Cannot you have them sent up?

Mr. McKean said the prosecution had no knowledge of what was in Hongkong, but perhaps they might be able to assist if Mr. Bell would let them know what he wanted.

His Worship—It seems to me that if Miss Monteith wants all her property here she can have it sent. The Hongkong police have no right to hold it.

Mr. Bell—They are not holding it.

His Worship—Very well. It can be brought here.

Mr. Bell—The prisoner's case is this: that these cheque books were in a sealed package. Sergeant Brewster said that when handed to him they were not. They were opened by the Hongkong police. I want that information and the prosecution may be able to get it for me. They might put their witness in such a position that I can cross-examine next time.

His Worship—The only witness would be the police officer at Hongkong who made the search.

Mr. Bell—It is a very important point, and by no means a light one.

Mr. McKean said the papers were not seized for the purposes of the first case necessarily. They were seized as property found.

Mr. Bell—The police picked out the property they wanted. The point I am on now is whether these documents were sealed or not. I ask you to bring the officer up.

His Worship—If you insist on having a witness from Hongkong I suppose an endeavour will have to be made to get him, but it is not a question to be discussed here now. All I can do is to say that Miriam Monteith is discharged on the first charge.—*V.C. Daily News.*

## LIEUT. SHIRASE ON HIS TOUR.

## NO MORE POLAR TRIPS.

Lieutenant Shirase and six other members of the Polar "expedition" were expected to reach Yokohama on May 16th.

In an interview with a Tokyo Press representative while in Kobe Lieutenant Shirase said that he felt quite ashamed to meet his countrymen, seeing that he had failed to accomplish his cherished scheme—the discovery of the South Pole, for the accomplishment of which the Japanese, including even school children, had contributed. Owing to the shortage of funds, the original two year programme was curtailed to one year, so that the attempt to reach the Pole was abandoned. After reaching the Polar regions the members of the expedition concentrated their energies in "scientific research" this undertaking being carried out with success. The *Kainan-maru* is expected to return to Tokyo Bay about the 10th of next month. The fact that he had returned in advance of the *Kainan-maru* was simply because of his desire to raise a sum of over 30,000 yen, which is needed to pay the crew and party, and to meet other expenditure incurred during the expedition. In order to collect the necessary money, he proposes to give lectures, describing his experiences, in various parts of the country, and to exhibit fish, minerals, birds and other objects brought home from the Polar regions. For this a certain fee will be charged. The report that he will undertake another expedition to the North Pole is without foundation. Shirase added that as he is now receiving a pension from the Government at the rate of 20 yen per month, he will spend the rest of his life in farming in Sendai. Most people, we think, will agree that he is probably better fitted for farming than carrying out "scientific researches" in the Polar regions.

## PENINSULAR AND ORIENTAL.

## HEAVY RELEASE IN THE DEFERRED STOCK.

The Times of the 3rd inst. says:—Peninsular and Oriental Deferred stock suffered a severe fall yesterday. After being dealt in at the opening at 310 and recovering to 370, it closed nominally at 340.300, a fall of 55 since Wednesday. This decline was due to the official statement in *The Times* of yesterday that no proposals for amalgamation have been made to the company, and that £1,000,000 Preferred stock is to be issued.

Some surprise was expressed in shipping circles at the statement that the company needs funds for the improvement of its service, and it was suggested that the action of the board may have been intended to make it more difficult to secure a controlling interest in the company's stock, an operation which, according to some, explains the recent rise in the Deferred. On the supposition that this is the object of the directors some sympathy is expressed with them in some quarters.

It may be mentioned that the power to issue the whole of the balance of the authorized capital in Preferred stock was obtained here with the assent of the shareholders as long ago as 1905. It had been generally understood that this capital must be issued in equal portions of Preferred and Deferred.

## SUGGESTED BUYING FOR CONTROL.

Interest in the affairs of the Peninsular and Oriental Steam Navigation Company was yesterday deeply intensified by the announcement respecting the issue of new capital and of the manner of its issue.

The effect of the announcement on dealings in the Stock Exchange is described in another column: we are rather concerned here with the manner of the statement to the company itself. Much of the ordinary speculation in the Deferred stock appears to have been based on rumours of amalgamation or further working agreements in the Australasian and Far Eastern trades, though these stories have never received any encouragement whatever in these columns. Writing towards the end of March, when the stock was soaring over 300, we analyzed the very strong financial position, suggested that a study of the conditions might have stimulated buying by powerful interests, possibly with the idea of securing a considerable degree of influence, and observed that, in the quarters most closely concerned, nothing whatever was known of any closer working between the P. & O. and the other companies engaged in the Far Eastern and Australasian trades. The last statement was amply confirmed a day later in a letter addressed to us by Sir Thomas Sutherland, the chairman of the company—confirmation which was reiterated in the statement of Wednesday last. "The Company," the circular of this week adds, "have been for many years, and are now, working in perfect harmony with their competitors throughout the whole range of their operations in the East."

## THE NEW ISSUE OF CAPITAL.

In view of the undoubtedly large reserves of the company, it is a little difficult to understand that the sum of £1,180,000, which it is proposed now to issue to the extent of £1,180,000 in the form of Preferred Cumulative Five per cent. stock, can urgently be needed for the requirements of the company's future work in the improvement of their mail, passenger, and cargo service."

The P. & O. Company has been so excellently financed in the past that the idea comes almost as a shock that it should now be needing to issue this capital "in view of the company's future work."

With the utmost respect for the intention of the directors in issuing the statement, the thought is bound to suggest itself that the issue of such stock will by no means be pleasing to those who have lately been heavily buying the Deferred stock. Supposing that there had been an intention among certain persons to secure a controlling interest—and the position is complicated by the fact that the stock a few weeks ago was being put into the names of several banks—their task is now substantially increased by the issue of the new stock, while, should the issue be absorbed by many of the old stockholders, the balance of the voting power will, to that extent, be preserved.

Among well-informed shipping men there is now a deeply-rooted impression that a determined effort is being made to secure a large or even a controlling interest in the company, and that the announcement yesterday of the new issue of capital is a material obstacle placed in the way of this ambition; in so far, however, as the consequent fall in the price of the stock may enable fresh buying to be effected at a lower level the barriers will be broken down. At the same time, in certain quarters some little sympathy is expressed with the directors of the P. & O. Company in what is believed to be a defensive action they are now taking. They are all well known to be responsible for the development of the company's business during many years, and yet should those who have lately been buying the stock care to bid sufficiently high the management of the company might, without the sanction of the Board, pass into fresh hands.

It may be mentioned that until 1903, when a new supplementary charter was obtained by the company, the directors would not have had power to issue more than £500,000 of Preferred stock, that of the Preferred stock authorized. The 1903 charter, which superseded all previous charters, gave the Board power to issue the whole unissued capital, amounting to £1,180,000, either in Preferred or Deferred stock, or partly in one and partly in the other.—*The Times.*

## THE PORTUGUESE CROWN JEWELS.

## GOVERNMENT SALE ARRANGED.

The Portuguese Government has decided to sell so much of the furniture and valuables of the Royal Palaces which are recognized as belonging to King Manoel and his mother as will fetch £1,000,000—the amount which was advanced by the State to the late King Carlos. The property includes the Crown Jewels, valued at £200,000, which are kept at the National Palace, and Dom Miguel's jewels, which are deposited with the Bank of Portugal, and are valued at £500,000.

## ELECTRIC SHIP.

## NEW TRANSMISSION OF-CH. POWER.

In almost all marine steam-engines, certainly in all marine turbines, power has hitherto been transmitted direct to the propeller-shaft from the engine or turbine. In the case of the reciprocating engine there was, of course, differential gear, for the engines obviously could not run directly at the speed represented by seventy or eighty revolutions of the screw; but increase or decrease in the number of revolutions was only to be obtained by increase or decrease in the speed at which the engines were run.

## AS IN A BICYCLE.

In the case of the turbine, where steam impinges directly upon the blades of the rotor, and the rotor, in turn, is but a continuation of the propeller-shaft, the number of revolutions cannot be controlled at all, and it is necessary to install two sets of turbines, one for high speed and one for cruising speed, with two sets of shafts and propellers to match.

For a long time past, says the *Pall Mall Gazette*, Sir Charles Parsons and other engineers have been endeavouring to solve the problem of adapting the well-known principle of differential gearing, as found in the bicycle and the motor-car, to marine propulsion.

It has become still more imperative to evolve some such system with the coming of the motor-driven ship. In the *Scandinavia* and other pioneer types are to be found several different motors, each capable of being geared directly to the same shaft, but each necessary to be used in turn for high and low speeds.

There are, at present, three different types of gearing under trial by which it is hoped that the difficulties described above may be overcome.

## THE PARSONS SYSTEM.

The first is the invention of Sir Charles Parsons, and is adapted to the steam turbine. This has, indeed, passed out of its experimental stage, and is being fitted in at least one destroyer building for the British Government, if not two. It is on the principle of the familiar differential gearing fitted to "three-speed" bicycles and all motor-cars. The turbines move at an equal speed all through, and that speed, by a clutch arrangement is increased or reduced in transmission to the propeller shaft. Three merchant-ships have already been equipped with the Parsons geared turbine; a fourth of 8,000 tons is being built, and another has been ordered. Whether the system is applicable to heavy ships of war is yet in doubt.

The second device is the Föttinger gear, which is hydraulic, and transmits power generated by a gas-engine. It can, however, be applied to steam turbines, and it is thought that its best chance of success lies therein.

A COMPLETELY NEW DEPARTMENT. The third system, the Mavor electrical gear, is to be tried in a ship now being built by Messrs. Swan, Hunter, and Whigham Richardson, at Wallsend. This is a completely new departure.

The power will be generated by an internal combustion engine of the Diesel type and transformed into electrical energy by which the propeller-shafting will be driven. Thus we get right away from a mere modification by means of gearing into an entirely new form of propulsion.

Something similar is under trial for railway locomotives and, if the experiments should prove successful, the problem of the application of electrical motive power contained in the locomotive itself (whether ship or engine), which has hitherto baffled inventors, owing to the weight of accumulators, will have been solved.

*Ex nihilo nihil fit.* Of course, the whole power required will still have to be generated in the internal combustion engine, and it remains to be seen whether leakage can be sufficiently controlled to make this method of applying energy profitable.

If it can, then a further enormous economy of space and weight will be made in the propelling machinery of ships.

## SHANGHAI TRADE.

Messrs. Ilbert & Co.'s latest Piece Goods Market Report says:—

Again our market has been disorganised by the continuous rise in exchange, which has caused orders for spot supplies to be held back for the time being, and clearances during the week, both in yarn and piece goods, have been poor.

The loan negotiations appear to have made favourable progress in the interval, and a definite settlement of terms seems likely to be arrived at, in which event it is reported that a sum of £15,000,000 will be disbursed before the end of October, and a further £40,000,000 be taken up after that date. The loan besides being employed for productive purposes is further for the redemption of loans and for China's obligations. The machinery to be employed for regulation of payments of loan money for provincial purposes is to be the Customs. In addition certain stipulations regarding financial supervision by appointees of the financial group interested have to be agreed upon.

Indirectly, in fact, the chaotic state of China's financial affairs caused by last winter's political upheaval, which has necessitated the present external assistance, has been a great thing for the future of the country, in giving her an exchequer regulated upon a sound and properly controlled basis.

A tax of 3 per cent. upon the present duty tariff was imposed from the 15th inst., in order to provide funds for the conservancy works in the Whangpoo river.

## THE PORTUGUESE NAVY.

The Portuguese Minister of Marine introduced a Bill in Parliament on the 1st inst. fixing the naval force at 4,500 men, who are to be distributed among five cruisers, one destroyer, 14 gunboats, and several other vessels.

## INTIMATIONS

## RASH ON FACE HANDS AND BODY

Red Patches with White, Dry Scab. Like Dandruff on Head. Very Itchy. After Using Cuticura Remedies for One Week Was Entirely Cured.

"I suffered very much from eczema for eight or nine months. A fine rash appeared on my face, hands, scalp and on my body. It formed red patches with a white, dry scab. It was like dandruff on the head, very itchy at times. I tried several kinds of medicines and ointments, and also got some doctor's medicine, but none of them did me any good, and I got no relief. I saw the advertisement of the Cuticura Soap and Ointment in the paper, so sent for 4s. 6d. worth of Cuticura Remedies. After using the Cuticura Soap, Ointment and Cuticura Pills for one week, I was entirely cured, and have had no trouble since." (Signed) Edmond Fitzpatrick, White, Newcastle, Cannel, Co. Ulster, Ireland, July 14, 1911.

## CURED BABY IN A WEEK

"My baby's head was nothing but a mass of scab all over, and it worried me to look at it. I got a little Cuticura Ointment and found it was doing good so I bought two more boxes and it healed. After using the Cuticura Ointment a few days the scab came right off, leaving his head quite bald. Now he has a head as clean and smooth as if he had never had any scab at all, and the hair is quite thick and lovely and light. He is a lovely baby now. We had used so many other kinds of ointment, but it was of no use, and the Cuticura Remedies cured my baby in a week. I advise anyone who has skin trouble to use the Cuticura Soap and Ointment." (Signed) Mrs. J. Hall, Watling Yard, Bedfordshire, Eng., Jan. 20, 1911.

Sample with 32p. book free from nearest depot: F. Newbery & Sons, 27, Charterhouse Sq., London; H. Towns & Co., Sydney, N.S.W.; Lennan, Ltd., Cape Town; Muller, Maclean & Co., Calcutta and Bombay; Potter Drug & Chem. Corp., sole agents, Boston, U. S. A.

87-25

## Chs. J. Gaupp &amp; Co.

ALEXANDRA BUILDINGS, CHATER ROAD.

## WATCHMAKERS, AND JEWELLERS—OPTICIANS,

## FINEST QUALITY DIAMOND JEWELLERY—A SPECIALITY.

## ENGLISH, AMERICAN AND SWISS—GOLD AND SILVER WATCHES.

## CLOCKS of all descriptions.

## WE ELIMINATE GUESSWORK

## BY USING THE LATEST AND MOST SCIENTIFIC APPLIANCES



In testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardize it by using incorrect lenses or ill-fitting frames. Wear competent professional eyes and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

CLARK & CO. SCIENTIFIC OPTICIANS WORK BLDGS. CHATER RD. HONGKONG



## NOTICE.

Communications respecting Advertisements Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS



NOTICE.

NOTICE IS HEREBY GIVEN that, owing to the protracted drought, the supply of water to the RIDGE MAIN DISTRICTS will be controlled by bringing the RIDGE MAINS into operation and that the water will be turned on daily in each RIDGE MAIN DISTRICT for Two Consecutive Hours. Information as to the hours of supply to any particular property may be obtained on application at the Offices of the WATER AUTHORITY, the REGISTRAR-GENERAL or the TUNG WAH HOSPITAL.

W. CHATHAM, Water Authority.  
Public Works Department,  
Hongkong, 27th May, 1912. [761]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "CATHERINE APCAR" having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 29th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE AND PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd., Agents.  
Hongkong, 27th May, 1912. [740]

NORDDEUTSCHER LLOYD, BREMEN.  
IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

THE Steamship "PRINZ SIGISMUND" having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 3rd June will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd June, 1912, at 9.30 a.m. All Claims, such as will not be recognized: No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.  
Hongkong, 27th May, 1912. [5]

## WANTED.

EXPERIENCED BOOKKEEPER for First Class Reference Required.

Apply—  
"BOOKKEEPER,"  
Care of "Daily Press" Office.  
Hongkong, 18th May, 1912. [722]

## WANTED AT ONCE.

EXPERIENCED SHIPPING CLERK.  
Apply—  
Care of "Daily Press" Office.  
Hongkong, 17th May, 1912. [720]

## NOTICE.

NOTICE IS HEREBY GIVEN that from this day and during the absence of Mr. A. LAMARSKI, Mr. WILLY STORNER will sign our Firm's Per Procuration.

MELCHERS & Co.  
Hongkong, 24th May, 1912. [748]

## NOTICE OF REMOVAL.

THE OFFICES OF THE SUN LIFE ASSURANCE COMPANY OF CANADA are now LOCATED on the FIRST FLOOR of the NEW POWELL BUILDING, No. 12, Des Voeux Road Central.  
Hongkong, 25th May, 1912. [749]

## LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled at specially low rates quoted for large quantities.

[423]

## PUBLIC COMPANIES

THE CHINA-BORNEO COMPANY, LTD.  
NOTICE TO SHAREHOLDERS.

THE NINTH ORDINARY YEARLY MEETING OF SHAREHOLDERS of the above Company will be held at the Company's Office, 21, George's Building, at 12.30 p.m. THIS DAY (TUESDAY), the 28th MAY, 1912, to receive a Statement of Accounts to the 31st December, 1911, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 23rd May, both days inclusive.

Tsz Ching-Borneo Co., Ltd.,  
W. G. DARBY,  
General Manager.  
Hongkong, 28th May, 1912. [690]

UNION INSURANCE SOCIETY OF CANTON, LTD.

## NOTICE.

THE CERTIFICATE for 5 Shares, \$100 paid up, numbered 8775 to 8780, standing in the Register in the name of NGAN HENG JOO, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate is produced to the Society on or before the 2nd day of July next, a New Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Society as null and void.

By Order of the Board of Directors,  
A. B. ROUSE,  
Acting Secretary.  
Hongkong, 20th May, 1912. [724]

## INTIMATIONS

A. S. WATSON & CO., LIMITED.

NOTICE IS HEREBY GIVEN that the TWENTY-SEVENTH ANNUAL ORDINARY GENERAL MEETING of the Company (since its registration) will be held at the Hongkong Hotel, Hongkong, on SATURDAY, the 1st day of JUNE, 1912, at 12.15 p.m. for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1911.

THE REGISTER OF SHARES of the Company will be CLOSED from TUESDAY, the 28th May, to SATURDAY, the 1st June, 1912, both days inclusive, during which period no Transfer of Shares will be registered.

JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 23rd May, 1912. [698]

CHINA AND JAPAN TELEPHONE AND ELECTRIC COMPANY, LTD.

## NOTICE.

OWING TO Repairs being carried out on the submarine cables of the junction lines, some delay may be expected on telephone calls between Hongkong and Kowloon during this week-end. Through the courtesy of the War Department and Civil Government no interruption will occur.

W. L. CARTER,  
Manager.  
Hongkong, 24th May, 1912. [738]

## NOTICE.

MAN HING CHEUNG & Co.,  
MANUFACTURERS AND EXPORTERS  
OF HIGH CLASS  
BATTAN AND SEAGRASS FURNITURE,  
B.MBOO BLINDS, MATTING, &c., &c.,  
BEG to inform their Customers and the General Public that they have now REMOVED to No. 15, QUEEN'S ROAD CENTRAL, where they have a large Stock of Chairs, &c., &c., &c.

Prices Reasonable.  
Inspection Cordially Invited.  
Orders Promptly executed.  
Hongkong, 17th May, 1912. [721]

BROWN, JONES & Co.

ITALIAN MARBLE FIGURES  
CROSSES and HEADSTONES  
BLACK, RED and GREY GRANITE  
MEMORIALS in Stock.  
WEATHERS with Glass Shades from 44 up  
BROWN, JONES & Co.,  
41, Morrison Hill Road.  
Telephone 423.  
Hongkong, 18th October 1911. [776]

NOTHING BETTER FOR THE SEASON!

JUST RECEIVED.

STYLISH Bathing Dresses and Caps.

Finest Voiles, Striped, Flowers and Fancy.

Finest Muslins, Plain and Dotted.

Embroidered Materials, &c., &c.

You will find our range incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co.,  
No. 14, Queen's Road Central,  
Corner of Zetland Street, Hongkong.  
Hongkong, 15th May, 1912. [50]

Have you seen our  
SHOW WINDOW?  
EVERY DAY  
over 1,000 people look at it.

GRACA & CO.  
Dealers in STAMPS, TOYS, &c.  
HONGKONG HOTEL BUILDING,  
PEDDER STREET, HONGKONG.

452

## INTIMATIONS

## LANE, CRAWFORD &amp; CO.

TELEPHONE 97.

JUST RECEIVED

NEW STOCK  
OF  
CANDLE and ELECTRIC  
LIGHT SHADES

IN THE LATEST  
ART DESIGNS and COLOURS

FOR  
PIANO and TABLE  
DECORATION.

FANCY CUSHIONS  
AND

CUSHION CASES  
IN

LINEN, CRASH, MUSLIN, etc.

ALL

WASHABLE MATERIALS.

INSPECTION INVITED.

LANE, CRAWFORD & CO.

[51]

## AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions from B. A. HALE, Esq., to sell by Public Auction.

On TUESDAY, the 4th June, 1912, commencing at 2.45 p.m., at "Woburn," No. 61, The Peak, the whole of his

VALUABLE

HOUSEHOLD FURNITURE,

Comprising:—

TEAK EXTENSION DINING TABLE,

SIDEBOARD, DINNER WAGON and

DINING CHAIRS, UPHOLSTERED

EASY CHAIRS, GLASS and CROCKERY

WARE, BRASS VASES, ORNAMENTS

and PICTURES, &c.

Double and Single WARDROBES with

MIRRORS, MARBLE TOP WASHSTANDS,

TOILET TABLES, OVERMANTLES,

TEA and OCCASIONAL TABLES,

BOOKCASES, CARPETS, RUGS,

CURTAINS, &c., &c.

BATH ROOM and PANTRY requisites:

A few pieces of CANTON BLACKWOOD

WARE,

and

1 COTTAGE PIANO, by the Robinson

Piano Co.

On View from SUNDAY, the 2nd June, 1912.

Catalogues will be issued.

TERMS:—Cash on delivery.

GEORGE P. LAMBERT,  
Auctioneer.

Hongkong, 25th May, 1912. [751]

## FOR SALE

A Big Piece of LAND

FOR SALE.

A Piece of LAND situated in the Yunnan Province, in the District of Mang Tse, opposite the East Gate, surrounded with Trees.

Apply to—  
MR. OUYOUNG YING HON,  
Office, Wing On Co.,  
209, Des Voeux Road,  
Hongkong.

Hongkong, 15th May, 1912. [714]

## BUTTER. BUTTER.

WE are pleased to be able to announce that the selling prices of our different BRANDS BUTTER at present are as follows:—

!! REDUCTIONS !!

"DAISY" BRAND ... 60 cts. per lb.

"DAIRYMAID" ... 75 " "

"BUTTERCUP" ... 70 " "

"PASTRY" ... 65 " "

THE  
DAIRY FARM CO., LTD.

30

A LING & CO.

19, QUEEN'S ROAD CENTRAL  
FURNITURE and PHOTO GOODS  
STORE.

Photographic Goods of every Description  
in Stock.  
Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [576]

## BANKS

THE  
YOKOHAMA SPECIE BANK  
LIMITED.

AUTHORISED CAPITAL.....Yen 48,000,000  
PAID-UP CAPITAL.....Yen 30,000,000  
RESERVE FUND.....Yen 17,500,000

HEAD OFFICE—YOKOHAMA.

Branches and Agencies at

Anqing-Hsien	Liao-Yang	Ryokun
Calcutta	Lyons	(Fort Arthur)
Bombay	London	San Francisco
Changhai	Lyons	Shanghai
Dairen (Dalny)	Nagasaki	Tientsin
Fuqing (Mukden)	Newchwang	Tientsin
Hankow	New York	Tokyo
Hongkong	Osaka	
Kobe	Peking	

INTEREST ALLOWED ON CURRENT ACCOUNTS  
Deposits received for fixed periods at rates to be obtained on application.

TAKAO TAKAMICHI,  
Manager.  
Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI  
BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000  
RESERVE FUNDS—  
STERLING  
£1,500,000 at 2/4=£15,000,000  
SILVER ... \$16,750,000

RESERVE LIABILITY OF PROP'ORS \$15,000,000

BOARD OF DIRECTORS.  
E. SHELLEY, Esq.—Chairman.

F. H. ARMSTRONG, Esq., Deputy Chairman.  
Andrew Forbes, Esq., G. H. Medhurst, Esq.  
G. S. Gubbay, Esq., W. L. Pattenden, Esq.  
G. R. Laurence, Esq., Hon. Mr. C. H. Ross  
F. Lieb, Esq., H. A. Sibley, Esq.

CHIEF MANAGER:  
Hongkong—N. J. STABB.

ACTING MANAGER:  
Shanghai—A. G. STEPHEN.

LONDON BANKERS:  
LONDON COUNTY AND WESTMINSTER  
BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS,  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.

N. J. STABB,  
Chief Manager.  
Hongkong, 23rd May, 1912. [19]

THE CHARTERED BANK OF INDIA  
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.  
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000  
RESERVE FUND ... £1,650,000  
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General  
Banking business transacted.

CURRENT ACCOUNTS opened and  
FIXED DEPOSITS received for 1 year or  
shorter periods at rates which will be quoted  
on application.

WM. DICKSON,  
Manager.  
Hongkong, 12th April, 1912. [133]

THE MEMORIAL BANK OF  
INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000  
Subscribed " ... 1,125,000  
Paid Up " ... 562,500  
Reserve Fund " ... 365,000

HEAD OFFICE:  
40, Threadneedle Street,  
LONDON, E.C.

BRANCHES:  
Bombay, Calcutta, Canton, Cebu, Colon, Hongkong, Kowloon, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

AGENTS IN JAPAN:  
Messrs. JARDINE, MATHESON & Co., Ltd.

BANKERS:  
LONDON JOINT STOCK BANK, LTD.  
Every description of Banking and Exchange  
business transacted. Stocks, and Shares  
bought and sold on account of Constituents.  
Letters of Credit granted on Agents and  
Correspondents all over the world.

INTEREST allowed on Current Accounts at  
2 per cent. per annum on Daily Balance and on  
Fixed Deposits at rates which may be  
ascertained on application.

F. C. MACDONALD,  
Manager.  
Hongkong, 29th March, 1912. [938]

NEDERLANDSCH-INDISCH  
HANDELSBANK.

(Netherlands India Commercial Bank).  
ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)  
Paid up Capital Fl. 12,400,000 (£1,033,421)  
Reserve Fund Fl. 3,252,157.01 (£271,015)

HEAD OFFICE: AMSTERDAM.  
HEAD AGENT: BATAVIA.

LONDON BANKERS  
THE WILLIAMS' TRADING BANK,  
SWISS BANK CORP.

BRANCHES AND AGENTS all over the  
World.

THE BANK transacts every description of  
Banking and Exchange business, receives money  
in Current Account at the rate of 2 per cent. per  
annum on Daily Balance and accepts Fixed  
Deposits at the following rates:—  
12 months 4 1/2 per annum.  
6 do. 3 1/2 do.  
3 do. 3 do.

E. J. H. VAN DELDEN, Acting Manager,  
No. 8, Des Voeux Road Central.  
Hongkong, 17th May, 1912. [22]

## ENTERTAINMENTS

VICTORIA  
THEATRE.

Two Performances:  
7.15 P.M.—PICTURES ONLY—7.15 P.M.  
9.15 P.M.—FULL PROGRAMME—9.15 P.M.

Enormous Success of the Hongkong Favorites,  
LITTLE SADIE  
(The Wonderful Child Actress),  
Also

SAM GALE and MYRA JAMES.

SEE, HEAR and BELIEVE.

Reappearance of the Famous World's Champion  
Dancers,  
THE BRENNANS.

MATINEES—SATURDAY and SUNDAY  
AT 4 P.M.

The Magnificent Film of 4,000 feet long,  
ZIGOMAR v. NICK CARTER,  
FOR A FEW NIGHTS ONLY.  
Hongkong, 21st May, 1912. [158]

## SCENIC RAILWAY

At the OLD LAND OFFICE in Queen's Road  
(opposite the foot of D'Almeida Street).

NEW PICTURES  
EVERY SATURDAY.

The New HYDRAULIC SCREEN renders  
the scenes so perfectly that passengers may go  
ROUND THE GLOBE with all the thrill  
and excitement of a railway and steamer  
journey in the record time of HALF AN  
HOUR.

TIME TABLE.

EVERY DAY:  
TRAINS at 2 P.M. and every half hour till  
10.30 P.M., except 5.00 and 5.30 P.M.

Fare 30 cents.

Children under 12 years of age half fare.

THE COOLEST SHOW IN THE EAST!  
ICED AIR PROVIDED.  
Hongkong, 15th May, 1912. [671]

BIJOU SCENIC  
THEATRE.

FLOWER STREET.

AT  
7.15 P.M. AND 9.15 P.M.

TO-NIGHT! TO-NIGHT!

THE WORLD IN MOTION PICTURE  
PLAYS.

THE PATHE GAZETTE.  
THE CONJURER'S TRIUMPH.

THE GAUMONT GRAPHOS.  
PLEASE TAKE ONE.  
WHAT EVERY MOTHER DOES.

A STRANGE TRANSACTION.  
BETTY'S FLIGHT.

Lessee and Manager: R. H. STEPHENSON.  
Hongkong, 25th May, 1912. [647]

MITSU BISHI GOSHI KWAISHA.  
(MITSU BISHI CO.)  
COAL DEPARTMENT

SOLE PROPRIETORS OF TAKASIMA  
COAL, MUTABE YOSHINOYARI,  
HOJO, KANADA, NAMAZUTA, SAYO  
SHINKEI and KAMAYAMADA,  
Collection.

AGENTS FOR  
KISHIDAKE and SAKITO Coal.

HEAD OFFICE—MARUNOUCHI,  
TOKYO.

BRANCH OFFICES—NAGASAKI  
MOJI, KANABU, WAKAMATSU,  
KOBE, O



## DOMESTIC HYGIENE.

## HOW TO MAINTAIN HEALTH IN HOT CLIMATES.

The question of health in hot countries practically resolves itself in the overcoming of the difficulties due to extremes of temperature, dryness, moisture and miasma. These, in their turn, are affected by questions of food, drink, clothing, lodging, exercise and recreation.

Light woollen underclothing is a cardinal point in health, and a so-called "choker belt" is often of great value. Exposure to the direct solar heat or a high temperature in the shade should be avoided, and so should stimulating or rich food and alcoholic drinks, the latter being taken in extreme moderation, if used at all.

The diet should be plain and simple, and an excess of animal food should be rigorously avoided, with the view of obviating dyspepsia, congestion of the liver, interference with assimilation and plethora. On the other hand, it does not do to imitate too closely the diet of the natives, for the European stomach can no more obtain from the native diet all that is necessary for nutrition than it could in other circumstances, from the blubber which the Eskimo finds sufficient.

Every authority states that people in tropical countries eat more than they can assimilate or is needed for their nutrition. The result is they get deranged digestion, disordered liver, bowel complaints, and their power of assimilation is greatly reduced.

## HOW TO AVOID LISTLESSNESS.

The enervating nature of the climate makes most people imagine they need an alcoholic stimulant. They do not; but there is absolutely no need for people to become cranks on the subject of teetotalism, although doctors everywhere are preaching the value of complete abstinence from alcohol.

For people who desire to give themselves the best chance—who do not—Science has pointed the way by which animal food on the one hand can be largely omitted and alcohol on the other, without causing that feeling of weakness, that "all gone" sensation which are so constantly complained of, especially before the system has got accustomed to doing without these articles on which the individual used to rely.

The means by which this can be done is by the use of Sanatogen, that wonderful preparation which has such revitalising and re-creative powers, that it is universally admitted to be the greatest tonic food in existence. It over its unique qualities to the fact that it is a chemical combination of the body-building portion of pure cow's milk with that salt of phosphorus which is found in the brain and nervous system. The consequence is that almost immediately after it has been taken it is assimilated, and exercises its beneficial effects on the brain and nerves generally. As a result, the majority of those who take it experience the same sort of feeling of well-being, of being strong and able to do anything, which they habitually experienced after the use of their favourite form of alcohol.

## ENTHUSIASTIC MEDICAL TESTIMONY.

More than this, however, Sanatogen has the power of satisfying hunger to a marked degree, and, by supplying the body with a highly nitrogenous food, it enables those who take it to work harder and go longer hours without the desire for food. The immediate result of this is that the stomach and the digestive organs generally are rested. They are, therefore, able to regain the tone which they had lost, and thus recover their power of dealing efficiently with the ordinary articles of diet.

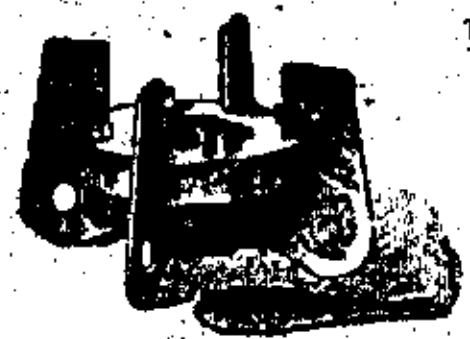
So widely appreciated are these qualities of the preparation, which a writer in *The Medical Press and Circular* states "has strengthened the physician's hand a hundredfold," that thousands of families living in various parts of the tropics are known to make a point of using Sanatogen every day as part of their regular diet. The effect is seen in the uninterrupted good health which they enjoy, their immunity from the usual diseases like Malaria, Dysentery and Fever, from which most people suffer at some time or other, their constant fitness, and their generally optimistic outlook on life.

A distinguished German physician practising in India writes: "If any remedy should find the widest application in tropical countries it is Sanatogen. Not only in my opinion, but in the opinion of many well-known medical men, there is no preparation which is as powerful to restore vitality, no better tonic is known, and none more suitable to convalescents from tropical diseases. It is as effective in removing many of the weakening disorders in young children as it is effective in staying the decay of old age as far as is physiologically practicable."

Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent free to all mentioning this paper on application to A. W. Loring & Co., Kiukiang Road, Shanghai.

Sanatogen can be obtained of all Chemists. [89-418]

## RIN-AL-DO



DETACHABLE SPIRIT COOKER.  
Made of Aluminium with wind protection.  
First Class Seller.

Patented and Registered.  
Suitable for all sizes of pots.  
Very handy—weight about 50 grammes.  
General Agent for China wanted.  
Manufacturer's address:

WALTER EICHELKRAUT,  
Berlin-Zehlendorf, 12,  
Germany.

553]

## CONSOLIDATED MALAY RUBBER ESTATES (LIMITED).

DIVIDEND OF 87½ PER CENT.

The Sixth Annual General Meeting of the Consolidated Malay Rubber Estates (Limited) was held on the 2nd instant at the London Chamber of Commerce, Oxford-court, London, Mr. George Grant Anderson presiding.

The Representative of the Secretaries (Messrs. Shand, Haldane, and Co.) having read the notice convening the meeting and the auditors' report.

The Chairman said:—Gentlemen,—I assume that, as customary, we shall take the report and accounts as read. The total crop of rubber secured for the past year was 401,607 lb.—an increase of 60,437 lb. on the 1910 crop—and was obtained from 141,840 trees—an average yield over all of 2.38 lb. per tree—and in view of the fact that 30 per cent. of the tapped trees were taken into tapping during the year, the output must be considered fairly satisfactory. The estimate for the current year is 420,000 lb. The average gross price realised was 4s. 10½d. per lb., a rather disappointing figure comparatively, seeing that our rubber has hitherto been in the first rank. The result is due partly to the fact that a considerable portion of our crop was smoked and came to market at a time when that quality was somewhat neglected, and partly to a good deal of the un-smoked rubber coming forward in a spotty condition, the real cause of which has yet to be discovered, but Mr. Morgan, the chemist who is now engaged in research work in the Federated Malay States, and whose advice we have had the advantage of receiving, considered that the spots arose from some impure condition in the factory. Be that as it may, Mr. Morgan's recommendations have been carried out, with the result that recent shipments show a considerable improvement in this respect, and we have no doubt that our marks will soon resume their former position in the market. In fact, I understand the last shipments show no signs of that spottiness at all.

INCREASED WAGES.  
Owing to the increased rate of wages and heavy medical expenditure, we have not been able to effect that reduction in the cost of production that we had hoped for, but with the improved physical condition of the labour force—which we trust may be maintained—and the clean, good order in which the estates now are, we have every right to look for further reductions in the cost of production, which for last year ran out at 1s. 8d. per lb., ex warehouse, London—practically the same rate as we realised last year—and including administration charges, directors' and managers' commission, amounts to 1s. 10d. per lb.—a very moderate figure, I think. The expenditure on capital account for the past year has been very heavy, for in addition to spending about \$16,000 on lines and wells in conformity with Government regulations, we have provided a new régime and extra machinery for Atherton and new drying houses for both Atherton and Ainsdale, and over and above this the wedding on the two new estates—Tulloch and Constantine—has cost a very considerable sum, but this work has been thoroughly done, and the money has been well spent, and, in the opinion of the visiting agent, we may confidently look forward to a steady reduction in expenditure under this heading.

THE TOTAL PROFIT.  
As will be seen from the accounts, the total amount of profit available for distribution is \$62,147 16s. 4d., which it is proposed to apportion as follows:—Interim dividend of 37½ per cent., free of income-tax, absorbing £23,587 10s.; final dividend of 50 per cent., free of income-tax, making 87½ per cent. for the year, will absorb £31,450; to place a general reserve £2,000; and to carry forward to next account £2,110 8s. 4d., an appropriation which I hope will meet with your approval. (Cheers.) The late issue of fresh capital was fully taken up by present shareholders, and the proceeds thereof will place the company in an excellent financial position. In conclusion, I would wish to state that the directors endorse to the fullest extent Mr. Mansergh's remarks—which appear in the report—as to the hard and steady work of the European staff under somewhat trying conditions, and later on you will have an opportunity of signifying your appreciation of their service. After Mr. Loudoun-Shand has spoken in support of the resolution I am about to propose it will be our pleasure to afford you any further information in our power which you may desire, and to move the adoption of the report and accounts, and that a final dividend of 60 per cent. on the 850,000 shares allotted prior to January 1st, 1912, making, with the interim dividend, 87½ per cent. for the year, free of income-tax, be declared and paid forthwith. (Cheers.)

Mr. J. L. Loudoun-Shand seconded the motion, and pointed out that that was their sixth annual meeting. For the first three years the company was in its infancy. For the last three years they had given the shareholders dividends of 30 per cent., 100 per cent., and 87½ per cent., making an average of 86 per cent. per annum for the three years. The expenditure had been much higher than they expected it would be when they began to plant rubber, not only on account of health, but because of the competition for labour. The motion was unanimously adopted.

The motion was unanimously adopted.

The motion was unanimously adopted.

MARTIN'S  
APIOL-STEEL  
PILLS  
MAKIN'S  
APIOL-STEEL  
PILLS

## WM. POWELL, LTD.

## Gentlemen's Outfitters.

## The "HUSSAR" Collar

PERFECT FITTING.

FOUR FOLD.

HAND DRESSED.

\$5.00 Per Dozen.

WE STOCK THIS COLLAR IN ALL DEPTHS.

Sizes 13½ to 19

Wm. Powell, Ltd.

[636]

## GARNER, QUELCH &amp; Co.,

## WINE MERCHANTS.

DES VŒUX ROAD CENTRAL.

TELEPHONE 636.

Supply the Highest Quality WINES, SPIRITS, CIGARS

AND CIGARETTES obtainable, consistent with price.

All Wines and Spirits bottled in Europe by Shippers of World-wide reputation. [128]

As a precaution against the constant risk of infection, remember that washing with

CALVERT'S  
No. 5 Carbolic Soap

is a healthy habit, for either personal use or household purposes—and it is not expensive. 469

Local Dealers sell it. Makers—F. C. CALVERT &amp; CO., Manchester, England.

## "LOOK ALIVE!"

It is one of the many casual every day inflections whereby lurks much unnoticed wisdom. The man who looks alive is always and everywhere successful. In business it is the "live" man who gets to the top. In society it is the active, gracious, agreeable person who is most run after. In the domestic circle it is the cheerful member who most completely wins and holds our affection. Therefore, look alive! If you are suffering from anything which robs you of your healthy alertness attend to the trouble at once and don't rest until a cure is effected. If you suspect that you are in any disordered state of the stomach, liver, or bowels, is sapping your vitality, it is certain that without delay, you should

TAKE  
BEECHAM'S PILLS.

Sold everywhere in boxes, price 9½d. (26 pills), 11½d. (56 pills) and 21s. (166 pills).

## NEW VICTOR RECORDS

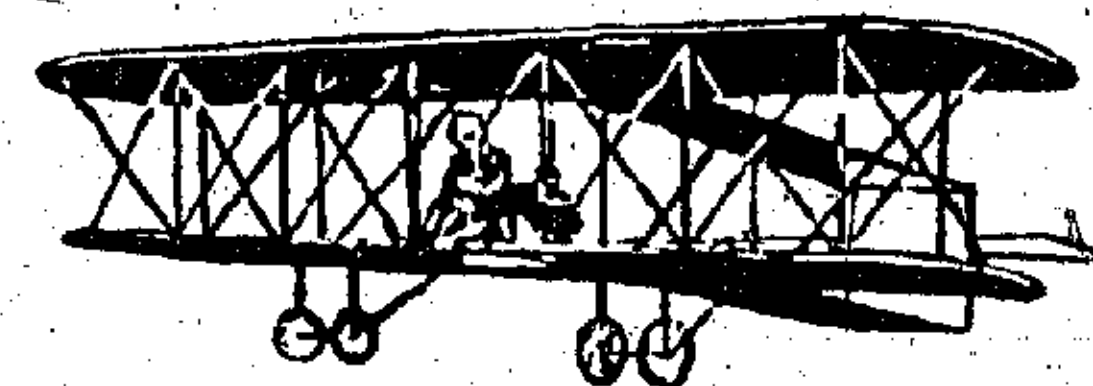
\$1.20 EACH.

## ROBINSON PIANO Co., Ltd.

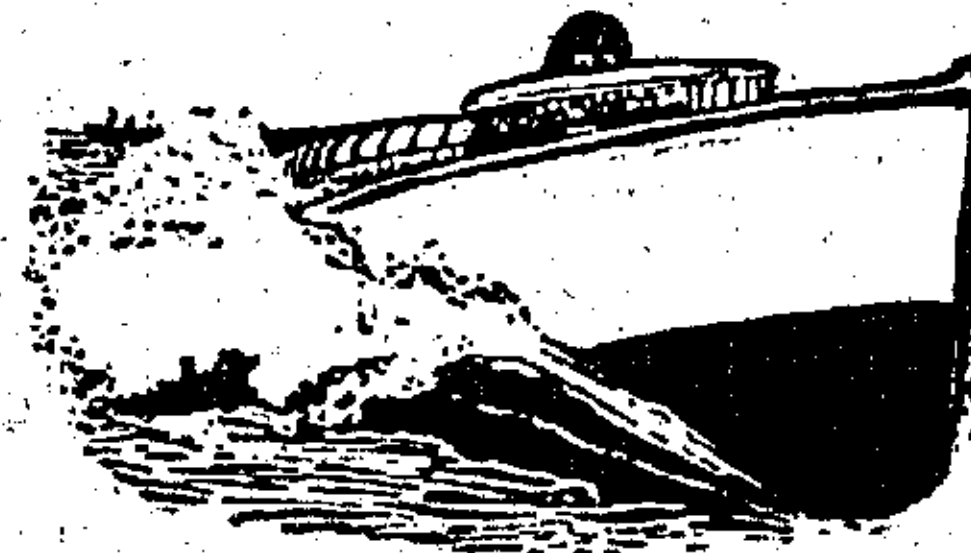
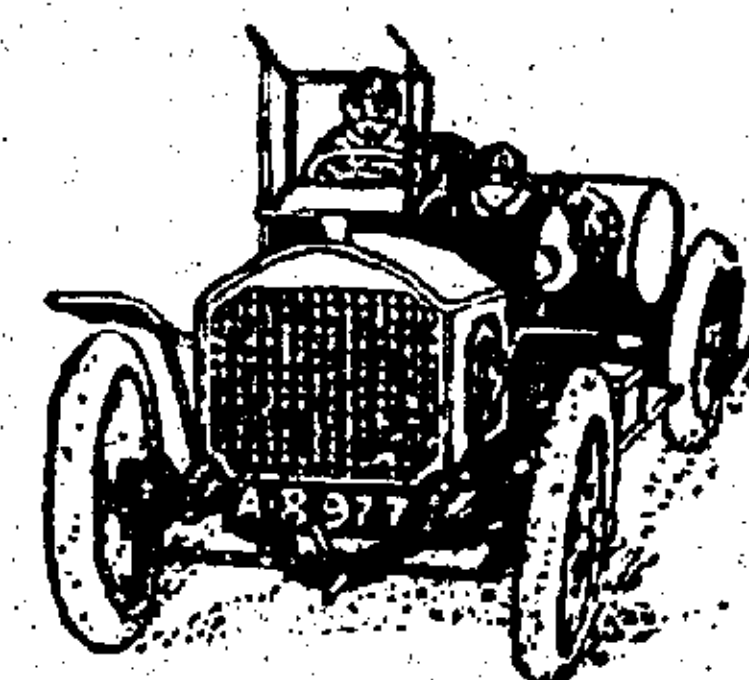
THOUSANDS TO SELECT FROM.

PARCELS ON APPROVAL.

[94-3]



IN CIRCUMBIENT ETHER

ON ROAD OR OCEAN SWELL  
YOU CAN BET YOUR BOTTOM DOLLAR

## THE ASIATIC PETROLEUM CO. LD.

[726]

## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamer

FROM BOMBAY, COLOMBO AND  
SINGAPORE.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—  
From London, &c., ex s.s. "Moran" and "Sumat".

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 29th inst., at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

H. W. SHALLARD,  
Acting Superintendent.

Hongkong, 23rd May, 1912.

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL  
STEAMSHIP LINE.

NOTICE TO CONSIGNEES.  
R.M.S. "MONTEAGLE."

THE above-named Steamer having arrived from VANCOUVER, VICTORIA and JAPAN PORTS, Consignees of Cargo are hereby notified that their Goods, with the exception of Parcels, Treasure and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon Godowns, where delivery can be obtained.

Goods on hand after the 1st June will be subject to rent.

No Fire Insurance will be effected. All damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination.

No Claims will be admitted after the Goods have left the Godowns.

D. W. CRADDOCK,  
General Traffic Agent.

Hongkong, 27th May, 1912. [757]

## NOTICES TO CONSIGNEES

TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

S.S. "TENYO MARU."

FROM SAN FRANCISCO, HONOLULU,

JAPAN PORTS AND MANILA.

THE above-named Steamer having arrived, Consignees of Cargo are hereby notified to send in their Bills of Lading for Counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on MONDAY, the 27th inst., at 1 P.M., will be landed at Consignees' risk and expense and delivery must then be taken from Company's Godown.

No Fire Insurance whatever will be effected. No Claims will be recognised after the Goods have left the Steamer or Godown, and all Goods remaining undelivered on SATURDAY, the 1st June, afternoon, will be subject to rent and landing charges.

All damaged and otherwise damaged Cargo to be left on board or Godown, and examination of same to be arranged.

All Claims must be filed on or before SATURDAY, the 8th June, otherwise they will not be recognised.

S. MORIMOTO,  
Agent.

Hongkong, 25th May, 1912. [756]

WATSON'S  
OLD BLENDED  
GLENLIVET

WHISKY.

Guaranteed entirely distilled in Scotland and thoroughly matured by age, being shipped from our stocks of Old Whisky in the West Highland Bonded Warehouses, Greenock, Scotland.

A. S. WATSON &amp; Co., Ltd.

ALEXANDRA BUILDINGS.

[758]







**BANK LINE**

REGULAR SERVICE FROM HONGKONG TO  
VANCOUVER, B.C.  
SEATTLE &  
PORTLAND (Or.)  
VIA  
SHANGHAI AND JAPANESE PORTS.  
CARRYING CARGO ON THROUGH BILLS OF  
LADING TO ALL OVERLAND COMMON POINTS.

FOR MANILA.	FOR VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND (Or.)
	ORTERIC ..... 7th June

To be followed by other Steamers of the Company at  
regular intervals.  
Calling at ANJOY and KEELUNG if sufficient  
inducement offered.  
The BANK LINE Steamers are of the Newest Design,  
have most Commodious Accommodation, and are fitted with  
Electric Light and Wireless Telegraphy.  
Special Parcel Express to America and Canadian Ports.  
For Rates of Freight and Passage, apply to—

**THE BANK LINE, LIMITED.**  
TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL

### ORIENTAL AFRICAN LINE. NEW LINE OF STEAMERS TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA,  
DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE  
TOWN, calling at MAURITIUS if sufficient inducement offered, and affording the  
quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.  
S.S. "DUNEBIC" ... 3,000 tons ... End of May, 1912.  
And regularly thereafter.  
For Rates of Freight or Passage, apply to—

**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

### INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA,  
DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and  
CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN  
AFRICAN LINE.

PROPOSED SAILINGS.  
FROM HONGKONG: ... 10th June.  
FROM COLOMBO: ... 10th June.

For Rates and Further Information, apply to—  
**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

### CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.  
THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT  
FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers  
at CALCUTTA.  
For Rates of Freight and Further Particulars, apply to—  
**THE BANK LINE, LIMITED,**  
MANAGING AGENTS.

## GOING HOME.

A HOLIDAY AT HOME AND A WAY  
TO GET THERE THAT'S A HOLIDAY.

### WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of  
California, of Colorado, and the fascinations of Niagara, San Francisco,  
Chicago and New York.

### AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers,  
of the

## PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water."  
Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra.  
Meals for epicures under the superintendence of caterers of International Repute.

The Cost: is not more by this route with its unrivalled opportunities,  
than by any other route. For a return ticket to London  
the cost is but £120, including berth and meals across America. To San Francisco  
via Japan and Honolulu the cost is \$45. For the INTERMEDIATE SERVICE  
First Class accommodations are provided for \$43 to London (return ticket \$74)  
and to San Francisco \$25. SPECIAL RATES to Officers, Army, Navy, Consular  
Civil Service, on application.

STEAMERS	Tons	Starting	1912
PERIA	9,000	"	TUESDAY, 11th June, at 1 P.M.
KOREA	18,000	"	TUESDAY, 18th June, at 1 P.M.
SIBERIA	18,000	"	TUESDAY, 2nd July, at 1 P.M.
CHINA	10,000	"	TUESDAY, 9th July, at 1 P.M.
MANCHURIA	27,000	"	TUESDAY, 16th July, at 1 P.M.
NILE	11,000	"	TUESDAY, 30th July, at 1 P.M.
NONGOLIA	27,000	"	TUESDAY, 6th Aug., at 1 P.M.
PERIA	9,000	"	TUESDAY, 27th Aug., at 1 P.M.

\* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier).

**FRED J. HALTON, AGENT.**

Telephone No. 141.

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE,  
VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEDZ AND PORT SAID.  
S.S. "AFRICA," 8,870 tons, will leave as above on 19th June, 1912, 6 P.M.  
TO SHANGHAI.  
S.S. "AFRICA," 8,840 tons, will leave as above on 4th June.  
Superior accommodation for 1st and 2nd Class Cabin and Stowage passengers. Cheap  
rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd Class. No surtax, no tips, no inside  
Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.  
MONTHLY ORDINARY SERVICE.  
S.S. "PERSIA," 12,500 tons, will leave for YOKOHAMA and Kobe via SHANGHAI about  
30th May.  
S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave for TRIESTE, Fiume and  
Venice, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEDZ,  
PORT SAID, on 1st June.  
These steamers are fitted with comfortable one class accommodation for saloon  
passengers. Cheap rates, Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor,  
Wireless Telegraphy.  
ROUND THE WORLD TICKETS ARE ISSUED.  
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Back  
Sea, also to North and South America. For information apply to  
**SANDER, WIELER & Co., Agents,**  
Hongkong, 27th May, 1912. Prince's Building. [155]

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP. VIA SINGA- PORE, PENANG COLOMBO, SUEDZ and PORT SAID	KITANO MARU Capt. F. E. Cope	9,000	WEDNESDAY, 5th June, at Daylight
	IYO MARU Capt. R. Takeda	7,000	WEDNESDAY, 19th June, at Daylight
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKKAICHI, SHIMIZU and YOKOHAMA	KAMAKURA MARU Capt. K. Asakawa	7,000	TUESDAY, 4th June, at 4 P.M.
	TAMBA MARU Capt. S. Wada	7,000	TUESDAY, 18th June, at 4 P.M.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 7th June, at Noon
	KUMANO MARU Capt. M. Winckler	6,000	FRIDAY, 5th July, at Noon
BOMBAY via SINGAPORE, and COLOMBO	TANGO MARU Capt. K. Kawara	8,000	THURSDAY, 6th June
KOBÉ and YOKOHAMA	KUMANO MARU Capt. M. Winckler	6,000	WEDNESDAY, 5th June, at Noon
NAGASAKI, KOBÉ & YOKOHAMA	WAKASA MARU Capt. N. Nielson	7,000	WEDNESDAY, 5th June
SHANGHAI, MOJI and KOBÉ			

Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only  
† Calling at Keelung.

## NEW LINE OF STEAMERS BETWEEN KOBÉ & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBÉ TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE,  
PENANG AND BANGKOK.

The next steamer from Hongkong—

"KIRIN MARU," 4,000 tons, Capt. Deguchi, Saturday, 1st June.  
"MIKE MARU," 4,000 tons, Capt. Yoshikawa, Saturday, 15th June.

## 1912 PASSENGER SEASON 1912

STEAMER	Tons	CAPTAIN	FROM HONGKONG
KITANO MARU	9,000	F. E. Cope	June 5th
IYO	7,000	R. Takeda	June 19th
KAMAKURA MARU	7,000	K. Asakawa	June 4th
TAMBA	7,000	S. Wada	June 18th

## REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

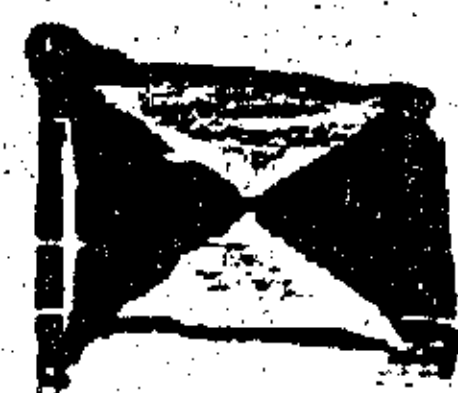
SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

**T. KUSUMOTO, MANAGER.**  
[12-15-61-656]



## PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4,000	M. C. Smith	Manila, Manganin, Iloilo and Cebu	On 30th May, 4 P.M.
RUBI	4,000	S. A. Crosby	Manila, Manganin, Iloilo and Cebu	On 10th June, 4 P.M.

For Freight or Passage, apply to  
HONGKONG, 24th May, 1912. **SHEWAN, TOMES & Co., General Managers.**  
PHILIPPINES S.S. Co. [13]

## RUSSIAN VOLUNTEER FLEET.

THE Steamers of the RUSSIAN VOLUNTEER FLEET will from now on regularly call at  
Hongkong according to the dates of sailing printed below.  
First-class steamers manned by European crews only.  
Low passage rates.  
Light and airy cabins. Electric lights and fans throughout. Cold and warm, sea and  
fresh water baths. First-class cuisine. Experienced Surgeons carried, and attendance and  
medicaments free.

### PROJECTED SAILINGS FROM HONGKONG: HOMEWARD. OUTWARD.

VIA	S. S.	VIA	S. S.
SINGAPORE, PENANG, COLOMBO, JIBUTI, HORMA, JEDDA, PORT SAID, BEYROUTH, CONSTANTINOPLE, THEODOSIA, BATUMI, ODESSA.		NAGASAKI, VLADIVOSTOK.	
"KOURSK," 6,400 R.T., Commander G. Fadalka, 16-17 June.		"PERM," 4,149 R.T., Commander J. Kashin, 13-14 June.	
"PERM," 4,149 R.T., Commander J. Kashin, 27-28 July.		"MOGHILEV," 6,200 R.T., Commander J. Stetsky, 14-15 July.	
"NIJINOVGOROD," 3,367 R.T., Commander S. Kostrominoff, 10-11 Sept.		"NIJINOVGOROD," 3,367 R.T., Com- mander S. Kostrominoff, 8-9 Aug.	
"VORONEJ," 5,616 R.T., Commander Rot. Rear Admiral P. Oranovsky, 5-6 Oct.		"VORONEJ," 5,616 R.T., Commander Rot. Rear Admiral P. Oranovsky, 3-4 Sept.	
"KOSTROMA," 3,505 R.T., Commander V. Petroff-Tokareff, 29-30 Sept.		"KOSTROMA," 3,505 R.T., Commander V. Petroff-Tokareff, 29-30 Sept.	
"YAROSLAVL," 4,494 R.T., Commander L. Alexeeff, 23-24 Nov.		"YAROSLAVL," 4,494 R.T., Commander L. Alexeeff, 22-23 Oct.	
"KOURSK," 6,400 R.T., Commander G. Fadalka, 21-22 Dec.		"KOURSK," 6,400 R.T., Commander G. Fadalka, 23-24 Nov.	
		"PERM," 4,149 R.T., Commander J. Kashin, 12-13 Dec.	
		"VLADIMIR," 2,820 R.T., Commander Rot. Rear Admiral J. Skidky, 25-26 Dec.	

The R.V.F. also runs a special Express Passenger and Mail line between Vladivostok  
Tientsin and Vladivostok-Nagasaki-Shanghai in connection with the Trans-Siberian Express  
Trains. Also a line between Vladivostok and Kamohakka and Saghalin ports.  
For Freight, passages and further particulars, apply to  
CAPTAIN D. A. LUKHMANOFF, AGENT,  
HOTEL MANSONS, Nos. 12/13 and 14, Third Floor.  
[17] TELEPHONE No. 1221.

## TOYO KISEN KAISHA

TRANS-PACIFIC

### WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

### TOYO KISEN KAISHA.

See Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.  
S.S. CHIYO MARU ... 21,000 tons.  
S.S. SHIYO MARU ... 21,000 tons.

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and  
HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and  
free newspapers containing World's happenings by wireless.

## WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western  
Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver  
WITHOUT CHANGE.  
Through Standard Sleepers.  
Through Tourist Sleepers.  
Dining Cars—Observation Cars.  
Electric Lights—Electric Fans, Union Depots.  
New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the  
Sierra—Feather River, Canon and the Royal Gorge of Colorado.  
Convenient connections at Chicago with trains for New York Transatlantic Steamers  
and other Eastern ports.  
When taking our Passage over the SAN FRANCISCO SCENIC-ROUTE ask for  
Ticket form No. 526.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT,  
17, WATER STREET, YOKOHAMA,  
AND KING'S BUILDING, HONGKONG

6351

## ARMY-OF-WAR ON THE CHINA AND JAPAN STATION.

BRITISH

Alacrity, 1,700 tons, 4 guns, 2,000  
l.p.h. Capt. I. Amba, C.L. Shanghai.

Astrea, 2nd class cruiser, 4,360 tons, 10 guns  
7,000 l.p.h. Captain F. La T. Leatham,  
Shanghai.

Atlas, 1st class tug, 615 tons, 1,400 l.p.h.,  
Hongkong.

Bramble, gunboat, 710 tons, 900 l.p.h. Lieut.  
Comdr. B. E. Prichard, Kitching.

Brigant, gunboat, 710 tons, 900 l.p.h. Lieut.  
Comdr. W. H. Darwall, Hanioy.

Cadmus, British ship, 1,070 tons, 1,400  
l.p.h. Commr. Hugh P. P. T. Williams,  
Hankow.

Cambrian, 2nd class cruiser, 4,360 tons, 10 guns  
l.p.h. 7,000, Capt. J. E. Drummond, Shang-  
hai.

Cherub, water tank and tug, 390 tons, l.p.h. 340  
l.p.h. Master W. Smith, Hongkong.

Clive, British ship, 1,070 tons, l.p.h. 1,400.  
Comdr. B. E. Vail, Canton.

Fame, torpedo-boat destroyer, 340 tons, 2 guns,  
5,700 l.p.h. Lt. Comdr. H. S. Mooros,  
Hongkong.

Floa, 2nd class cruiser, 4,360 tons, 10 guns,  
7,000 l.p.h. Captain C. F. Corbett, M.V.O.,  
Hongkong.

Hardy, torpedo-boat destroyer, 295 tons, 2 guns,  
4,000 l.p.h. Lieut. Comdr. E. Bodian,  
Whelan, West River.

Janus, torpedo-boat destroyer, 320 tons, 2 guns,  
3,900 l.p.h. Lieut. Comdr. Maxwell, Swatow.

Kent, armoured cruiser, 9,200 tons, 14 guns,  
l.p.h. 22,000, Capt. Allen T. Hunt, Hong-  
kong.

Kirish, river gun boat, 616 tons, l.p.h. 1,200  
l.p.h. Comdr. H. Mayratt, Hankow.

Molin, surveying ship, 1,070 tons, 6 guns, 1,400  
l.p.h. Capt. F. C. C. Pasco, Surveying Duties.

Minotaur, armoured cruiser (flagship) Vice-  
Admiral Sir A. L. W. Nelson, K.C.B.,  
O.V.O. C.M.G., 14,600 tons, l.p.h. 27,000.  
Capt. G. C. Cayley, Hongkong.

Monmouth, armoured cruiser, 9,800 tons, l.p.h.  
22,000, Capt. B. H. F. Bartlett, M.V.O.,  
Colombo.

Moorhen, river gunboat, 180 tons, 2 guns,  
l.p.h. 800, Lieut. Comdr. G. P. Leit,  
West River.

Newcastle, 2nd class cruiser, 4,800 tons, turbine,  
22,000 F.D., Captain George P. E. Hunt,  
D.R.O. Shanghai.

Nightingale, river gunboat, 85 tons, 240 h.p.  
Lt. Comdr. Malcolm Murray, R.N., Yang-  
tze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns,  
6,300 l.p.h. Comdr. Seymour, Hongkong.

Pegasus, protected cruiser, 2,135 tons, l.p.h.  
5,000, (7,000 F.D.), Comdr. P. H. Mitchell,  
Wei-hai-wei.

Prometheus, 3rd class cruiser, 2,135 tons, l.p.h.  
5,000, Comdr. P. H. Warleigh, Hongkong.

Ribble, T.B.D., 590 tons, 7,500 F.D., 6 guns,  
Lt. Comdr. E. J. G. Mackinnon, Shang-  
hai.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p.,  
Lt. Comdr. Allan Dixon, West River.

Rosario, depot ship for Submarines, 980 tons,  
l.p.h. 1,400, Lt. Comdr. N. E. Archdale,  
Hongkong.

Sandpiper, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut. Comdr. I. A. S. H. Hutton,  
Hongkong.

Sage, river gunboat, 85 tons, 2 guns, 240 h.p.,  
Lt. Comdr. Maurice B. Leslie, Yangtze.

Taku, torpedo boat destroyer, 305 tons, l.p.h.  
6,000, Lt. Comdr. Brickenden, Hongkong.

Tanar, receiving ship, 4,650 tons, 6 guns  
Commander Byres, Hongkong.

Tes, river gunboat, 180 tons, 2 guns, 800 l.p.h.  
Lieut. Comdr. Hon. Guy Stopford, Chung-  
king.

Traite, gunboat, 710 tons, 900 h.p., Lieut.  
Com. H. B. N. Cottrill-Dormer, Hankow.

Uk, T.B.D., 590 tons, 7,500 F.D., 6 guns, Lt.  
Comdr. B. W. Black, Hongkong.

Vinco, torpedo-boat destroyer, 390 tons, 6 guns,  
6,300 l.p.h., Lieut. Comdr. Harold D. Adair,  
Hall, Hongkong.

Asterisk, surveying ship, 620 tons, 450 l.p.h.  
Lieut. Comdr. F. A. Reyna, Hongkong.

Welsh, T.B.D., 590 tons, 7,500 F.D., 6 guns,  
Lt. Comdr. E. T. R. Chambers, Hongkong.

Whiting, torpedo-boat destroyer, 350 tons, 5  
guns, 5,300 l.p.h., Lieut. Comdr. G. D.  
Hartford, Hongkong.

Widgon, gunboat, 195 tons, 2 guns, 800 h.p.  
Comdr. M. H. Willing, Kiating.

Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.  
Lieut. Comdr. M. B. E. Blackwood, Yang-  
tze.

Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.  
Lieut. Comdr. G. F. A. Mulock, Hankow.

Submarines:

No. 36, Godfrey Herbert, Lieut. Comdr.

No. 37, A. A. L. Fenner, Lieut. Comdr.

No. 38, J. R. A. Coddington, Lieut. Comdr.

T.B. 035, Lt. Com. Woodward, West River.

T.B. 036, Lt. Com. Murphy, West River.

T.B. 037, Lt. Com. Nicol, West River.

T.B. 038, Lt. Com. Seymour, West River.



## SHIPPING

## ARRIVAL.

ARAB, British str., 4,477, Williamson, 26th May, General—Butterfield & Swire.  
 CADESSA, British str., 6,748, J. W. Walker, 27th May—Shanghai 24th May, General—Butterfield & Swire.  
 CARL DIEDERICHSEN, German str., 774, Ch. Jurgensen, 27th May—Hohow 26th May, Coal and General—Jensen & Co.  
 CATHERINE APCAR, British str., 1,730, E. W. Hamlyn, 27th May—Calcutta 11th May, General—David Sassoon & Co.  
 CHENAN, British str., 1,350, W. Lloyd Jones, 27th May—Shanghai 24th May, General—Butterfield & Swire.  
 HALVARD, Norwegian str., 1,006, C. Anderson, 27th May—Swatow 26th May, General—Chinese.  
 MAUSAND, British str., 1,344, G. S. Weigall, 26th May—Sandakan 20th May, Timber and Salt Fish—Jardine, Matheson & Co.  
 MIKE MARU, Japanese str., 2,052, M. Yoshikawa, 27th May—Singapore 21st May, General—Nippon Yusen Kaisha.  
 PRINZ SIGISMUND, German str., 3,302, T. Leuz, 27th May—Sydney 10th May, General—Melchers & Co.  
 HOKKONAN MARU, Japanese str., 1,343, Masuda, 27th May—Wakamatsu 20th May, Coal—Mitsui Bussan Kaisha.  
 TITABOEN, Dutch str., P. Zwart, 26th May—Macassar 10th May, Nona—Java-China-Japan Lijn.  
 Z... American str., 2,024, M. C. Smith, 27th May—Manila 24th May, Hemp and General—Shewan, Tomes & Co.

## SHIPPING REPORT.

The British str. *Chenau* reports: Light S.W. monsoon, occasional rain and fog to Breaker Point, from thence to port calm and light, westerly airs, cloudy, clear and fine.

## PASSENGERS.

Per *Chenau*, from Shanghai, Rev. C. Bone and Mr. Baskins.  
 Per *Zafiro*, from Manila, Mr. G. Rigby, Miss C. Martinez, Mrs. G. Ordoz, Mr. Pleintrink, Mr. S. Holtz and Mr. Harkin.  
 Per *Catherine Apcar*, from Calcutta, Mrs. F. T. Westbrook and Miss W. E. M. Cresswell, Messrs. T. E. Dent, W. Atkinson and J. F. O'Donnell.  
 Per *Prinz Sigismund*, for Hongkong, from Sydney, Mr. and Mrs. R. Schneider, Dr. Friedr. Schome, Mr. S. P. Hodgson, Mr. G. C. Jackson, Mr. H. P. Hampton, Mr. Otto de Vries, Mr. H. Khan, from Brisbane, Dr. H. Hirschfeld, from Rabaul, Mr. and Mrs. Manika, Mr. G. Zinner, Mr. H. Tierke, from Manila, Mr. H. H. Jones, Mr. A. W. Prentiss, from Yap, Mr. Ewald.

## VESSELS EXPECTED.

**THE AMERICAN MAIL.**  
 The P.M. str. *Persia* left San Francisco on the 4th May, for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki, Nippon and Shanghai, and is due to arrive at this port on the 1st June.

The P.M. str. *Siberia* left San Francisco on the 25th May, for Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong on the 21st June.

**THE AUSTRALIAN MAIL.**  
 The E. & A. str. *Empire* from Sydney, etc. left Port Darwin on the 23rd May, for Manila and this port.

The E. & A. str. *Aldenhurst* left Sydney on the 11th May, for this port (via Queensland Ports, Port Darwin and Manila).

**THE CANADIAN MAIL.**  
 The C.P.R. str. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 23rd May, a.m.

**THE GERMAN MAIL.**  
 The L.G.M. str. *Derfflinger*, carrying the German mails with dates from Berlin of the 1st May, left Singapore on the 25th May, at 8 a.m., and may be expected here on or about 26th May, at noon.

**MERCHANT STEAMERS.**  
 The A.L. str. *Persia* left Singapore for this port on the 22nd May, and will arrive here on the 28th May.

The H.A.L. str. *Alexis* left Singapore on the 23rd May, a.m., and may be expected here on or about the 29th May, a.m.

**SHIRE LINE.**  
*Monmouthshire*, from London, is due in Hongkong 3rd June.

**BRITISH INDIA STEAM NAVIGATION CO., LTD.**  
 The str. *Mattie* is due here on the 29th from Japan, and leaves on the 28th for Rangoon via the Straits.

*Fazilka*, from Kobe, is due in Hongkong 31st May.

The str. *Indravelli* passed the Suez Canal on the 10th May, and is due here on or about 8th June.

The str. *Glenroy* passed the Suez Canal on the 10th May, and is due here on or about 8th June.

The American & Manchurian Line str. *Kansas* passed the Suez Canal on the 21st May, and is due here on or about 18th June.

The T.K.K. str. *Kiya Maru*, sailed from Valparaiso, Chile, on the 8th inst. for Hongkong and is expected here on the 28th July.

## LATEST STEAMER MOVEMENT.

The str. *Dilwara*, from Kobe left Moji on the 25th May, p.m., and may be expected here on or about the 29th May, p.m.

## "WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles contributed to this "HONGKONG DAILY PRESS" "Sportsman," reproduced in book form.

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
1. From Green Island to the Harbour Master's.						
LONDON & ANTWERP via SINGAPORE, &c.	BORNEO	Brit. str.	—	W. H. S. Hall	P. & O. S. N. Co.	To-morrow, at 10 a.m.
LONDON & ANTWERP	GLIMSTRAD	Brit. str.	—	Jas. McGillivray	SHAW, TOMES & CO.	On 5th June.
LONDON, via USUAL PORTS OF CALL.	DELTA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 8th June, at Noon.
LONDON, ROTTERDAM & ANTWERP	DENBIGHSHIRE	Brit. str.	—	Brehmer	JARDINE, MATHESON & CO., LD.	About 30th June.
LONDON, HAMBURG & ANTWERP, &c.	BAYERN	Ger. str.	—	Eckhorn	HAMBURG-AMERIKA LINIE	On 18th June.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BADEIA	Ger. str.	—	Khalid	HAMBURG-AMERIKA LINIE	On 25th June.
HAYRE, EBEMEN & HAMBURG, &c.	SITHONIA	Ger. str.	—	Kotke	HAMBURG-AMERIKA LINIE	On 5th June.
MARSEILLES, HAYRE & HAMBURG, &c.	KITANO MARU	Jap. str.	—	F. E. Cepe	NIPPON YUSEN KAISHA	On 13th June.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	ANDALUSIA	Ger. str.	—	Meisenthin	HAMBURG-AMERIKA LINIE	On 27th June.
MARSEILLES, HAMBURG & ANTWERP, &c.	LIBERIA	Ger. str.	—	K. Asakawa	OSAKA SHOSHUN KAISHA	To-day, at 1 p.m.
MARSEILLES, HAYRE & HAMBURG, &c.	MEXICO MARU	Jap. str.	—	H. Formes	NIPPON YUSEN KAISHA	On 4th June, at 4 p.m.
VICTORIA, B.C. & TACOMA, via SHANGHAI, &c.	KANAKURA MARU	Jap. str.	—	W. Davison	OSAKA SHOSHUN KAISHA	On 13th June, at 1 p.m.
VICTORIA, B.C. & TACOMA, via SHANGHAI, &c.	CHICAGO MARU	Jap. str.	—	W. Davison	MELOHERS & CO.	On 31st inst.
VICTORIA, B.C. & TACOMA, via JAPAN, &c.	BUENOS AIRES	Arg. str.	—	W. Davison	SANDER, WELER & CO.	On 1st June.
GENOA, ALGERIA, GIBRALTAR, SOUTHAMPTON	E. J. FERDINAND	Brit. str.	—	W. Davison	DODWELL & CO., LTD.	On 15th June.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	WALTON HALL	Brit. str.	—	W. Davison	SHAW, TOMES & CO.	About 6th June.
NEW YORK	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 1st June, at 6 p.m.
BOSTON & NEW YORK via PORTS & SUEZ CANAL	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 22nd June, at 6 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	To-day, at Noon.
VANCOUVER B.C., SEATTLE & PORTLAND, &c.	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 11th June, at 1 p.m.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 18th June, at 1 p.m.
SAN FRANCISCO via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 7th June, at Noon.
SAN FRANCISCO via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 15th June, at 10 a.m.
AUSTRALIAN PORTS via MANILA	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 22nd June.
AUSTRALIAN PORTS via MANILA	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 7th June, at Noon.
MEXICAN, PERUVIAN & CHILEAN via JAPAN	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	About 30th inst.
YOKOHAMA & KOBE via SHANGHAI	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 4th June, at Noon.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	To-day, at 6 p.m.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 1st June, at 3 p.m.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 6th June.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 8th June, at Noon.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	Quick despatch
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 3rd June, at Noon.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	To-morrow.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 30th inst., at 4 p.m.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	About 30th inst.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	About 30th inst.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 1st June, at Noon.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	About 1st June.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 2nd June, at Noon.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 4th June.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 5th June.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	About 6th June.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 10th June, at Noon.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	About 4th July.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	Quick despatch.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	To-morrow, at 10 a.m.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 31st inst., at 4 p.m.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	To-morrow, at 11 a.m.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	To-day, at 11 a.m.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 31st inst., at 11 a.m.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 4th June, at 11 a.m.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	To-day, at 4 p.m.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 30th inst., at 4 p.m.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 1st June, at 2 p.m.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 8th June, at 2 p.m.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 10th June, at 4 p.m.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	Quick despatch.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	To-day, at Noon.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 1st June, at Noon.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 1st June, at 4 p.m.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	Middle of June.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 30th inst., at 9 a.m.
YOKOHAMA & KOBE	MONTEAGLE	Brit. str.	—	W. Davison	CANADIAN PACIFIC RAILWAY	On 5th June, at 9 a.m.

## "SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

FOR	STEAMERS	DATE OF DEPARTURE
SHANGHAI, KOBE & YOKOHAMA	"MONMOUTHSHIRE"	About 1st June.
LONDON, ROTTERDAM & ANTWERP	"DENBIGHSHIRE"	About 30th June.

These Steamers have superior accommodation for a limited number of First Class Passengers. Cabins are situated amidships and are fitted with electric light and fans. Attention is particularly directed to the moderate fares charged.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., AGENTS.

Hongkong, 16th May, 1912.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	TO SAIL
FOR SINGAPORE, PENANG & CALCUTTA "KUMSANG"	Tuesday, 28th May, Noon.
FOR MANILA "YUENSANG"	Saturday, 1st June, 2 p.m.
FOR SINGAPORE, PENANG & CALCUTTA "MAUSANG"	Sunday, 1st June, 4 p.m.
FOR SHANGHAI, KOBE & MOJI "HANGSANG"	2nd June, D'light.
FOR SHANGHAI, KOBE & MOJI "CHIESANG"	3rd June, Noon.
FOR SHANGHAI, KOBE & MOJI "LOMSANG"	Saturday, 8th June, 2 p.m.
FOR SHANGHAI, KOBE & MOJI "NAMSANG"	Monday, 10th June, Noon.

RETURN TOURS TO JAPAN. (OCCUPYING 24 DAYS).

The Steamers "KUMSANG," "NAMSANG" and "FOONGSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

A duly qualified surgeon is also carried. These vessels have all modern improvements and are fitted throughout with Electric Light.

\* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Choochow (between and Newchwang).

\* Taking Cargo on Through Bills of Lading to Kuantan, Pahang, Datu, Simporna, Tawau, Jukuan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS.

Hongkong, 27th May, 1912.

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., AGENTS.

Hongkong, 20th May, 1912.

Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., AGENTS.

Hongkong, 20th May, 1912.

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Hongkong, 20th May, 1912.

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Telephone No. 215, Sub. Exch. 4. For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., AGENTS.

Hongkong, 20th May, 1912.

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# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON and ANTWERP VIA SINGAPORE, PE- NANG, COLOMBO, PORT SAID and MARSEILLES	BORNEO ..... Capt. W. H. S. Hall	10 A.M. 29th May	Freight and Passage.
SHANGHAI, MOJI, KOBE AND YOKOHAMA	SIMLA ..... Capt. C. D. Goldsmith R.N.R.	About 30th May	Freight and Passage.
SHANGHAI	ARCADIA ..... Capt. S. Barchan	About 6th June	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	DELTA ..... Capt. E. P. Martin, R.N.R.	Noon 8th June	See Special Advertisement.

For Further Particulars apply to

H. W. D. SHALLARD,  
Acting Superintendent.

Hongkong, 28th May, 1912.

# CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TEAN" .....	On 28th May, 4 P.M.
HAIPHONG	"SUNGKIANG" .....	On 30th May, 2 A.M.
SHANGHAI	"CHENAN" .....	On 30th May, 4 P.M.
AMOI, NINGPO and SHANGHAI	"IOHANG" .....	On 31st May, 4 P.M.
SHANGHAI	"LINAN" .....	On 1st June, 11 A.M.

**DIRECT SAILLINGS TO WEST RIVER, TWICE Weekly.**  
S.S. "LUTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHEUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Y.P.—Passengers must embark before MIDNIGHT on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

**REDUCED FARES—SINGLE \$45.....RETURN \$75.**  
For Freight or Passage apply to—  
HONGKONG, 27th May, 1912.

**BUTTERFIELD & SWIRE, AGENTS.**

# DOUGLAS STEAMSHIP CO., LD.

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## FOR SWATOW, AMOI AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAIYANG" .....	Capt. J. W. Evans	TUESDAY, 28th May, at 11 A.M.
"HAIKING" .....	Capt. W. C. Passmore	FRIDAY, 31st May, at 11 A.M.
"HAIYAN" .....	Capt. J. S. Bouch	TUESDAY, 4th June, at 11 A.M.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" .....	Capt. A. F. Stewart	WEDNESDAY, 29th May, at 11 A.M.
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During the month of June and July—Return Tickets available for three months will be issued at a reduction of 20 percent, on the usual rate to Fochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 28th May, 1912.

# HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH  
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,  
via STRAITS and COLOMBO,  
to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Ports, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILLINGS FROM HONGKONG:

### OUTWARD.

F.R. SHANGHAI, KOBE and YOKOHAMA:

S.S. ALESIA .....	29th May.
S.S. SEGOVIA .....	6th June.
S.S. SILESIA .....	20th June.
S.S. FUERST BUELOW .....	27th June.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 28th May, 1912.

# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

### MAIL SERVICE TO AUSTRALIA.

### MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	On 31st May.	On 22nd June.
ST. ALBANS	On 28th June.	On 20th July.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,  
AGENTS.

# TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

## CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

## "NIPPON MARU."

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

### PROPOSED SAILLINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILLING
NIPPON MARU	W. E. Filmer	TUESDAY, 28th May, NOON.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 25th June, at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 23rd July, at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA and HONOLULU, on TUESDAY, the 28th May, at Noon.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

STEAMER	TONS	DATE OF SAILLING
HONGKONG MARU	11,900	FRIDAY, 7th June, NOON.
KIYO MARU	17,500	TUESDAY, 5th Aug., at Noon.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier).

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# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILLINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Crossings Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVING
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE, YOKOHAMA, AND YOKOHAMA	"CHICAGO MARU"	6,182	THURSDAY, 13th June, at 1 P.M.
	"TACOMA MARU"	6,178	THURSDAY, 11th July, at 1 P.M.
	"SEATTLE MARU"	6,182	THURSDAY, 8th Aug., at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE, YOKOHAMA, AND YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 28th May, at 1 P.M.
	"CANADA MARU"	6,064	TUESDAY, 25th June, at 1 P.M.
	"PANAMA MARU"	6,059	TUESDAY, 23rd July, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco	G. \$110.00

The Co.'s Newly Built Steamers have fair speed, Superior accommodation for passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Furs and Furcula. Special attention given toward Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

FOR	STEAMERS	LEAVING
ANPING via SWATOW, and AMOI	"SOSHU MARU"	WEDNESDAY, 29th May, at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

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S. HIROI,  
MANAGER

# EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

## TONKIN

in 58 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd CLASSERS) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 5th June, 1912, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

# HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON.

CANTON TO HONGKONG

TUESDAY, 28th MAY, 1912.

8 a.m. "HONAM"  
10 p.m. "FATSHAN."8 a.m. "HEUNGSHAN."  
5 p.m. "KINSHAN."

WEDNESDAY, 29th MAY, 1912.

8 a.m. "HEUNGSHAN."  
10 p.m. "KINSHAN."8 a.m. "HONAM."  
5 p.m. "FATSHAN."

## HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651.

S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.

Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 2nd JUNE.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

Departure from Macao at 5 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m. and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf.

This steamer connects with the excursion steamer returning from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION CO., LTD. AND THE

INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m.

Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUI". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

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# SWEDISH EAST ASIATIC CO., LTD.

## GOTHENBURG.

## PROPOSED SAILLINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMER	TONS	DATE OF SAILLING
SHANGHAI, YOKOHAMA, KOBE and MOJI	"CANTON"	6,500	About 4th July

For Freight and Further Particulars, apply to

ARTHUR NILSSON & Co.,  
YORK BUILDINGS, TOP FLOOR.

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# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

## HOMEWARD PASSENGER SEASON, 1912.

### PROPOSED SAILLINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave  HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)	
Steamer	Tons	Noon, SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
DELTA .....	8000	June 8	MACEDONIA	10500	July 6	July 12
ARCADIA ..	7000	June 22	MOREA .....	11000	July 20	July 26
ASSAYE .....	7500	July 6	MARMORA ...	10000	Aug. 4	Aug. 10

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILLINGS:

STEAMERS	Leave Hongkong	Due London
	Tonnage	about
BORNEO	5000	May 29
SYRIA	7000	June 12
NORE	7000	June 26
SIMLA	6000	July 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd £33.10 £57.4

For further Particulars, apply to—

H. W. D. SHALLARD,  
ACTING SUPERINTENDENT

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## WHY WORK ONE HOUR

If the same work can be done  
IN A QUARTER OF AN HOUR!

Buy a

"BRUNSVIGA"

CALCULATING MACHINE

and you will save time and headache.

GENERAL AGENT FOR HONGKONG AND CHINA:

**HUGO C. A. FROMM.**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.  
Hongkong, 24th May, 1912.

**Kios Cigarettes**

First class  
in quality and packing  
E. ROBERT BÜHME  
DRESDEN.  
Türk. Tabak- & Cigaretten-Fabrik, Kios o. E. Robert Bühme, Dresden.

Hongkong, 24th May, 1912.

**Hoehl** Extra Dry  
goût américain

OBTAINABLE FROM—  
**THE SINCERE CO., LTD.**  
SUB-AGENT FOR HONGKONG.

Hongkong, 24th May, 1912.

## POST OFFICE NOTICE

Only fully prepaid Letters and Post Cards are transmissible  
by the SIBERIAN ROUTE TO EUROPE.

Letters for this route should be superscribed via SIBERIA.

The Parcel Post system in the following places in China is for the present  
suspended:—Hupeh and Hunan.

FOR	PER	DATE
Haiphong and Pakhoi	Mathilde	Tuesday, 28th, 8.00 A.M.
Haiphong and Pakhoi	Hongkong	Tuesday, 28th, 9.00 A.M.
Strait, and India via Calcutta	Kunming	Tuesday, 28th, 10.00 A.M.
Shanghai, North China, Japan via Moji	Mexico Maru	Tuesday, 28th, 10.00 A.M.
Shanghai, B.C., and United States via	Haikang	Tuesday, 28th, 10.00 A.M.
Tientsin		Tuesday, 28th, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow		Tuesday, 28th, 10.00 A.M.
SHANGHAI, NORTH CHINA, JAPAN, HONOLULU, UNITED STATES, CANADA, and SOUTH AMERICA via SAN FRANCISCO (EUROPE, VIA SIBERIA)	Nippon Maru	Tuesday, 28th, 10.00 A.M.
Macao	Sui Tai	Tuesday, 28th, 1.15 P.M.
Philippine Islands	Tan	Tuesday, 28th, 3.00 P.M.
Swatow	Haiman	Wednesday, 29th, 10.00 A.M.
Haiphong and Pakhoi	Sunghang	Thursday, 30th, 8.00 A.M.
Shanghai, North China and Japan via Kobe	Persia	Thursday, 30th, 11.00 A.M.
Batavia, Samarang and Sourabaya	Tyking	Thursday, 30th, 1.15 P.M.
Macao	Sui Tai	Thursday, 30th, 3.00 P.M.
Shanghai and North China	Chenan	Thursday, 30th, 3.00 P.M.
Philippine Islands	Zafro	Friday, 31st, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow	Hatching	Friday, 31st, 1.15 P.M.
Macao	Sui Tai	Friday, 31st, 3.00 P.M.
Amoy and Formosa	Ichang	Friday, 31st, 3.00 P.M.
Straits, Ceylon and India via Tutuorin	E. F. Ferdinand	Saturday, 1st, 11.00 A.M.
Straits and Burma	Failla	Saturday, 1st, 1.00 P.M.
Philippine Islands	Yuanang	Saturday, 1st, 2.00 P.M.
Japan via Kobe	Catherine Spear	Saturday, 1st, 3.00 P.M.
Sandakan	Mauang	Saturday, 1st, 3.00 P.M.
SHANGHAI, NORTH CHINA, JAPAN, UNITED STATES, SOUTH AMERICA and CANADA via V. SCOUTER (EUROPE, VIA SIBERIA)	Monteagle	Saturday, 1st, 3.00 P.M.
Shanghai and North China	Linan	Saturday, 1st, 5.00 P.M.
Shanghai and North China	Hongkong	Saturday, 1st, 5.00 P.M.
Tientsin	Chapshing	Sunday, 3rd, 11.00 A.M.
Japan via Yokohama	Mutira	Tuesday, 4th, 10.00 A.M.
Swatow, Amoy, Formosa and Foochow	Haitan	Tuesday, 4th, 10.00 A.M.
SAIGON, STRAITS, CEYLON, ADELAIDE, WESTERN AUSTRALIA, INDIA, ADEN, BOREY and EUROPE via MARSEILLES Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. Late Letters 11.00 to Noon Extra Postage 10 cents	Ernest Simons	Tuesday, 4th, 3.00 P.M.
Keelung, Shanghai, North China and Japan via Moji, Victoria and United States via Seattle	Kamakura Maru	Tuesday, 4th, 5.00 P.M.
Straits and Ceylon	Kitano Maru	Tuesday, 4th, 5.00 P.M.
Philippine Islands	Loonyang	Saturday, 8th, 1.00 P.M.
Shanghai, North China and Japan via Kobe	Namsang	Monday, 10th, 11.00 A.M.
Philippine Islands, Angkor, YAP, Friedrich Wilhelmshafen, Rabaul, Her- rtshoko, Matupi, Australia, New Zealand and Tasmania via Brisbane	Prinz Sigismund	Saturday, 15th, 9.00 A.M.

SHANGHAI, NORTH CHINA, JAPAN, UNITED STATES, SOUTH AMERICA and CANADA via V. SCOUTER (EUROPE, VIA SIBERIA)	Monteagle	Saturday, 1st, 3.00 P.M.
Shanghai and North China	Linan	Saturday, 1st, 5.00 P.M.
Shanghai and North China	Hongkong	Saturday, 1st, 5.00 P.M.
Tientsin	Chapshing	Sunday, 3rd, 11.00 A.M.
Japan via Yokohama	Mutira	Tuesday, 4th, 10.00 A.M.
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Straits and Ceylon	Kitano Maru	Tuesday, 4th, 5.00 P.M.
Philippine Islands	Loonyang	Saturday, 8th, 1.00 P.M.
Shanghai, North China and Japan via Kobe	Namsang	Monday, 10th, 11.00 A.M.
Philippine Islands, Angkor, YAP, Friedrich Wilhelmshafen, Rabaul, Her- rtshoko, Matupi, Australia, New Zealand and Tasmania via Brisbane	Prinz Sigismund	Saturday, 15th, 9.00 A.M.

**MONEY LETTERS**—The Post Office declines all responsibility for unregistered  
letters containing bank notes or jewellery, and where Registration has been neglected WILL  
MAKE NO ENQUIRIES into alleged losses of such (Post Office Guide 121).

**MAILS** for CANTON, WUHOW and SAMARANG are closed on weekdays at  
7.30 a.m. and at 6 p.m.

**MAILS** for MACAO are closed on weekdays at 7.15 a.m., and at 1.15 p.m. On  
Sundays the mail for MACAO is at 8 a.m.

**MAILS** for NANTAO, F. J. KONGMOON and KANCHUK are closed on week-  
days at 6 p.m. On Sundays the mails are closed at 9 a.m.

**MAIL** for Long Island (Cheung Chow) is despatched per steam launch  
Cheungchow daily at 1.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

May 25th.

ON LONDON—	
Telegraphic Transfer	111 1/2
Bank Bills, on demand	111 1/2
Bank Bills, at 30 days sight	111 1/2
Bank Bills, at 4 months sight	111 1/2
Credit, at 4 months sight	111 1/2
Documentary Bills 4 months sight	111 1/2
ON PARIS—	
Bank Bills, on demand	252 1/2
Credit, at 4 months sight	257
ON GERMANY—	
On demand	205
ON NEW YORK—	
Bank Bills, on demand	48 1/2
Credit, at 60 days sight	49 1/2
ON BOMBAY—	
Telegraphic Transfer	149 1/2
Bank, on demand	149 1/2
ON CALCUTTA—	
Telegraphic Transfer	149 1/2
Bank, on demand	149 1/2
ON SHANGHAI—	
Bank, at sight	72 1/2
Private, 30 days sight	73 1/2
ON YOKOHAMA—	
On demand—Pescos	93 1/2
ON MANILA—	
On demand	85 1/2
ON SINGAPORE—	
On demand	120 1/2
ON BATAVIA—	
On demand	120 1/2
ON HAIKONG—	
On demand	120 1/2
ON SAIGON—	
On demand	120 1/2
ON HONGKONG—	
On demand	120 1/2
GOVERNMENT, Bank's Buying Rate	139 1/2
GOLD LEAF, 100 fine, per tael	151.90
BANK BILLS, per cent	151.90

## SUBSIDIARY COINS.

Chinese	20 cents pieces	per cent
Chinese	10	7.85 discount.
Hongkong	10	16.50
Hongkong	10	18.10

## MAILS VIA SIBERIA.

London	Due
May 8th.	May 25th.
May 11th.	May 25th.

## SHARE LIST.—QUOTATIONS.

HONGKONG, MAY 25TH, 1912.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASE.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$837 1/2, buyers
China Borneo Company, Limited	60,000	\$12	all	\$11
China Light and Power Company, Limited	50,000	\$5	all	\$2
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$1, sellers
<b>COTTON MILLS.</b>				
Sing Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 91
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$5
Dairy Farm Company, Limited	40,000	4 1/2	all	\$22
<b>DOCKS AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$56, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$49, sellers
New Amoy Dock Co., Limited	10,000	\$4	all	\$6, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	all	Tls. 84
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 87 1/2
Green Island Cement Co., Limited	400,000	\$10	all	\$4, buyers
Hongkong Electric Co., Limited	60,000	\$10	all	\$22 1/2, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$110 1/2
Manila Metropolitan Hotel Limited	15,000	Pa. 10	all	\$70, buyers
Hongkong Ice Company, Limited	60,000	\$25	all	\$28 1/2
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$19 1/2
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7, buyers
<b>INSURANCE.</b>				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$222 1/2
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$132
China Traders Insurance Co., Limited	21,000	\$33 1/2	\$25	\$100
Hongkong Fire Insurance Co., Limited	8,000	\$15	\$5	\$350
North-China Insurance Co., Limited	12,000	\$250	\$100	Tls. 140
Union Insurance Society, Limited	12,000	\$100	\$60	\$808
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$195, Ex 73
<b>LANDS AND BUILDINGS.</b>				
Hongkong and Investment Agency Co., Ltd.	50,000	\$100	all	\$106
Hongkong Estate and Finance Co., Ltd.	150,000	\$10	all	\$7 1/2, buyers
Kowloon Land and Building Co., Ltd.	6,000	\$50	all	\$34
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 88
West Point Building Co., Limited	12,500	\$50	all	\$53, buyers
Makshappij tot Mijne, Bosch-on	25,000	Gds. 10	all	Tls. 67
Landbouw exploitatie in Langkat				
<b>MINING.</b>				
Chinese Engineering and M. Co., Ltd.	1,000,000	\$1	all	37/
French Mines, Limited	160,000	\$1	all	78/
Hawood Tin and Rubber Estate, Ltd.	715,280	2/	all	5/
Heab Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$4, sellers
Peak Tramways Co., Limited	50,000	\$10	all	\$11 1/2, x. div.
Philippine Co., Limited	75,000	\$10	all	\$5, buyers
<b>RAFFINERIES.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$110, sellers
London Sugar Refining Co., Limited	7,000	\$100	all	\$34, sales
<b>STEAMSHIP COMPANIES.</b>				
China and India Steamship Co., Ltd.	30,000	\$25	all	\$108, buyers
Donghai Steamship Co., Limited	20,000	\$50	all	\$87
Hongkong, Canton & Macao S.E. Co., Ltd.	80,000	\$15	all	\$26, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	\$65, L'den
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	buy. 147.2a.6d.
Star Ferry Company, Limited	10,000	\$10	all	112/-, buyers
South China Morning Post, Limited	10,000	\$10	all	\$55, buyers
Steam Laundry Company, Limited	10,000	\$10	all	\$120, buyers
<b>STREETS AND UTILITIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$25
Wm. Powell, Limited	15,000	\$7	all	\$63, buyers
Watkins, Limited	10,000	\$10	all	\$5, buyers
A. S. Watson & Co., Limited	90,000	\$10	all	\$5
Weismann, Limited	3,000	\$10	all	\$15, buyers
Ganda Price & Co., Ltd.	30,000	\$10	all	\$35, buyers
Societe des Papiers et Papeteries du Tonkin	15,200	\$50	all	\$10
Hongkong Steel Foundry Co., Ltd.	15,000	\$10	all	\$10
United Asbestos Oriental Agency, Limited	9,900 ord.	\$10	all	\$10
Union Waterboat Co., Limited	100,000	\$10	all	\$7 1/2, buyers
<b>BURNER.</b>				
Para Rubber in London				4 1/2 per lb. quiet
Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1986	Tls. 767,200	Tls. 250	7 1/2 p. annum	Par.
VERNON & SYMTH, Share Brokers				
<b>TO-DAY</b>				
12.30 P.M.—The China-Borneo Co., Ltd., Ninth Ordinary Yearly Meeting.				
3 P.M.—Auction of Crown Land above Teat Tas Min Village, by Public Works Dept.				
<b>TO-MORROW</b>				
Examination of Army Officers for promotion.				
<b>FORTHCOMING EVENTS.</b>				
Thursday, 30th May.— Decoration Day (U.S.A.)				
Saturday, 1st June.— 12.15 P.M.—A. S. Watson & Co., Ltd., Twenty-Seventh Annual Ordinary General Meeting at Hongkong Hotel.				
Tuesday, 4th June.— 2.45 P.M.—Auction of Valuable Household Furniture at "Walburn," No. 81, The Peak, by Mr. Geo. P. Lammer.				



## TELEGRAM

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